

STATEMENT OF QUALIFICATIONS

A DESIGN-BUILD PROJECT

ROUTE 7 AND BATTLEFIELD PARKWAY INTERCHANGE

TOWN OF LEESBURG, VIRGINIA

From: 0.75 Miles W. Battlefield Parkway Along Route 7
To: 0.75 Miles E. of Battlefield Parkway Along Route 7

From: 0.25 Miles S. of Route 7 Along Battlefield Parkway
To: 0.40 Miles N. of Route 7 Along Battlefield Parkway

STATE PROJECT NO.: 0007-253-009, P101, R201, C501, B601
FEDERAL PROJECT NO.: STP-5A01(704)
CONTRACT ID NO.: C00106573DB101

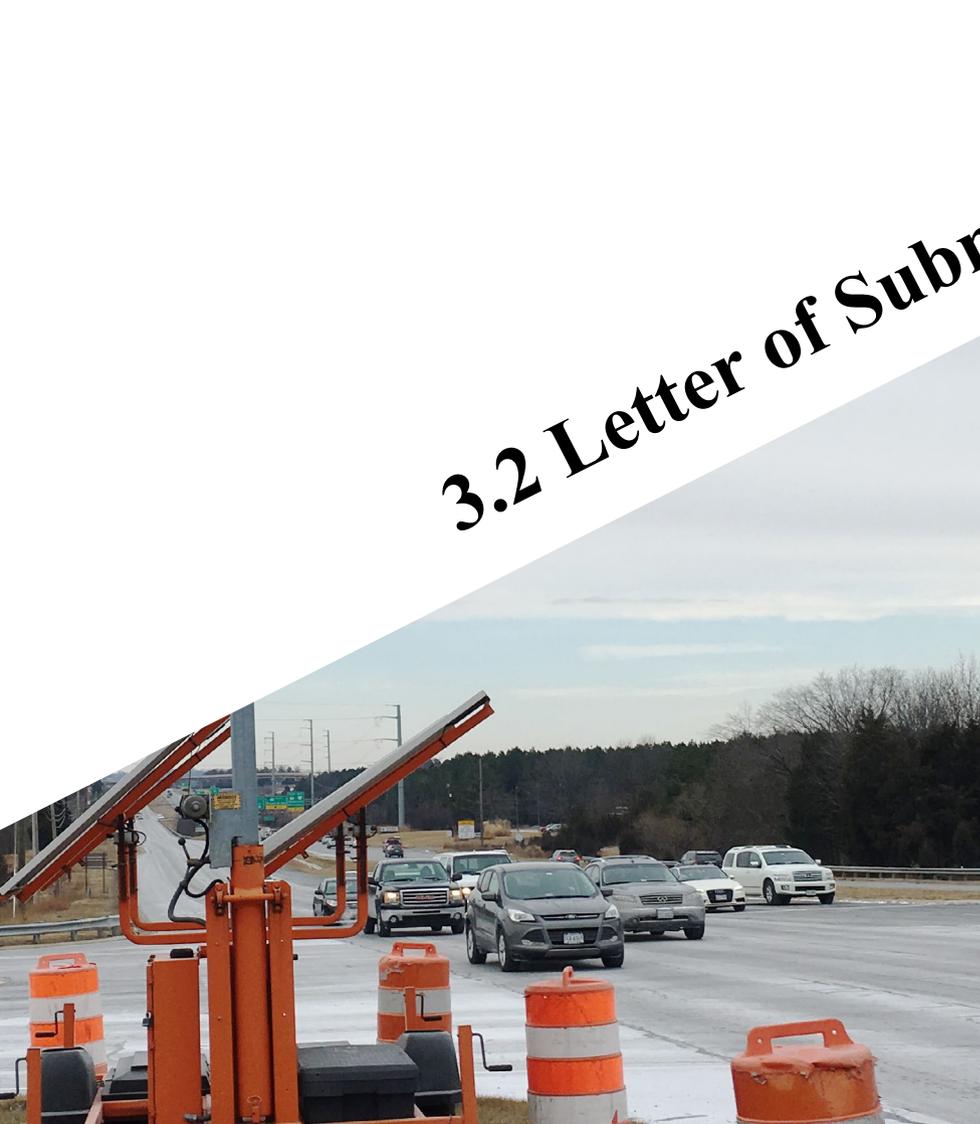
Submitted to:



Submitted by:



3.2 Letter of Submittal





FIELDER'S CHOICE ENTERPRISES, INC.

1020 Linden Avenue, Charlottesville, VA 22902

Phone: 434-244-0250 Fax: 434-977-3783

January 31, 2018

Commonwealth of Virginia
Department of Transportation (VDOT)
Central Region Operations Center
Central Office Mail Center / Loading Dock Entrance
1401 E. Broad Street
Richmond, Virginia 23219
Attention: **Stephen D. Kindy, PE**, Senior Project Delivery Engineer (APD Division)

Re: Request for Qualifications – Route 7 and Battlefield Parkway Interchange

Mr. Kindy:

Fielder's Choice Enterprises (FCE), Inc., the Offeror, submits to you our Request for Qualifications (RFQ) for the **Route 7 and Battlefield Parkway Interchange** project. We understand the purpose of this project is to improve traffic operations, safety and pedestrian/vehicle flow, and to allow Route 7 to function as a limited-access freeway through the Town of Leesburg. We have assembled a top team of experienced professionals; and are 100 percent confident in our capabilities – as well as our understanding, resources, expertise, and synergies – to deliver a high-quality, on-time and on-budget project to the Virginia Department of Transportation (VDOT). FCE commits our work will align with and complement VDOT's Commonwealth-wide mission to *“Plan, deliver, operate and maintain a transportation system that is safe, enables easy movement of people and goods, enhances the economy and improves our quality of life.”*

3.2.1 The full legal name and address of the Offeror is Fielder's Choice Enterprises, Inc. located at 1020 Linden Avenue in Charlottesville, VA 22902.

3.2.2 Point-of-contact with VDOT is:
James “Matt” Holcomb, PE, DBIA, President
1020 Linden Ave.; Charlottesville, VA 22902
434.244.0250 (p), 434.977.3783 (f)
mholcomb@fce-digs.com

3.2.3 The Principal Officer of FCE is:
James “Matt” Holcomb, PE, DBIA, President
1020 Linden Ave.; Charlottesville, VA 22902
434.244.0250 (p), 434.977.3783 (f)
mholcomb@fce-digs.com

3.2.4 Fielder's Choice Enterprises (FCE), Inc. is a Virginia-based S Corporation, and for this procurement, will be the prime contractor and have primary financial responsibility for the successful completion of the project. FCE is a U.S. Veteran-Owned Small Business (VOSB) and Virginia Small, Women, and Minority- owned business (SWaM) certified; we have successfully completed more than 40 projects since 1987; are a certified Class A Contractor via the Virginia Department of Professional and Occupational Regulation (DPOR); and are state licensed and hold “Pre-Qualified” status. FCE boasts a management team with a majority of licensed professionals (i.e., PE, DBIA; M.Eng; PMI PMP®), more than 150 employees, and more than \$10 million in ready equipment. We are a member in good standing with the Associated General Contractors (AGC), Old Dominion Highway Contractors Association (ODHCA) and Virginia Transportation Construction Alliance (VTCA).





FIELDER'S CHOICE ENTERPRISES, INC.

1020 Linden Avenue, Charlottesville, VA 22902

Phone: 434-244-0250 Fax: 434-977-3783

3.2.5 The Lead Contractor for this project will be Fielder's Choice Enterprises (FCE), Inc. and the Lead Designer will be PRIME AE Group, Inc (PRIME). PRIME is a nationally recognized professional services firm specializing in transportation, civil, structural, water resources, and technology; as well as construction management, construction inspection, survey, and architectural services. PRIME serves state and federal agencies, local and municipal governments and private industries -- and boasts more than 400 employees in 15 offices across 10 states throughout the Mid-Atlantic, Southeast, and Midwest regions. Current national recognition for PRIME's AE design services include *Architectural Record* and *Engineering News-Record*.

3.2.6 The full legal name and address of all affiliated and/or subsidiary companies of the Offeror are included in Attachment 3.2.6 located in the Appendix.

3.2.7 Executed Certification Regarding Debarment Forms Primary and Lower Tier Covered are included in the Appendix as Attachment 3.2.7(a) and Attachment 3.2.7(b).

3.2.8 Fielder's Choice Enterprises (FCE), Inc. is prequalified (active) with VDOT and our prequalification number is F451. Documentation of prequalification is included in the Appendix as Attachment 3.2.8.

3.2.9 Included as Attachment 3.2.9 in the Appendix is a letter from our insurance company that provides evidence that we are capable of obtaining a performance and payment bond based on the current estimated contract value and that these bonds will cover the Project and any warranty periods.

3.2.10 Copies of our Virginia Department of Professional and Occupational Regulations (DPOR) licenses and Virginia State Corporation Commission (SCC) registrations are included in the Appendix as Attachment 3.2.10.

3.2.11 Fielder's Choice Enterprises, Inc. is committed to achieving an 13% DBE participation goal for the entire value of the contract.

Respectfully,

Fielder's Choice Enterprises (FCE), Inc.

A handwritten signature in black ink, appearing to read 'Matt Holcomb', written over a white background.

James "Matt" Holcomb, PE, DBIA
President



3.3 Offeror's Team Structure



3.3 Offeror's Team Structure

For nearly 30 years **Fielder's Choice Enterprises (FCE), Inc.** has been building and rehabilitating the infrastructure throughout the Commonwealth for the Virginia Department of Transportation (VDOT) as well as local municipalities, such as Fauquier County and Henrico County, and the cities of Radford and Lynchburg. FCE, as the Lead Contractor, has the proven, broad, and deep experience and expertise to successfully manage the design and construction of the **Route 7 and Battlefield Parkway Interchange** project. FCE successfully specializes in this size and complexity of project. Additionally, our current work and location places us at an ideal position to mobilize and meet the demands of this key project. We will develop innovative solutions, meticulous design, and a cost-effective bid; we will leverage proven processes and methodologies in the planning, development, and completion of this project.

To supplement our experience, we have chosen a group of highly-skilled team members who possess the necessary experience to deliver a successful project. **PRIME AE Group, Inc. (PRIME)** will serve as the Lead Designer on this project. PRIME's design leadership staff is very experienced in Design-Build Transportation projects, having served as Project Managers or Designers for more than 20 Design-Build projects, totaling more than \$1.2 billion in construction. As earlier mentioned, PRIME's current national recognition for its AE design services include *Architectural Record* and *Engineering News-Record*.

FCE and PRIME will be supported by a hand-picked team of experienced specialized firms that include:

- **Haley & Aldrich, Inc** | *Geotechnical Engineering*
- **O.R. Colon Associates, LLC** | *Right-of-Way*
- **Surveying and Mapping, LLC** | *Utility and Survey*
- **CES Consulting, LLC** | *Quality Assurance*
- **Dulles Geotechnical and Material Testing Services, Inc** | *Quality Assurance Testing/Lab*
- **DMY Engineering Consultants, Inc.** | *Quality Control*
- **Seventh Point Transportation PR** | *Public Relations*
- **Straughan Environmental, Inc.** | *Environmental*

FCE and PRIME have an established and successful working relationship. PRIME is currently providing FCE with engineering and construction support services through a *Master Design Engineering Agreement*. PRIME's recent specific services to FCE have included, but are not limited to, the beam erection plans for both the VDOT Greenwood Road (Route 625) bridge over Chickahominy River, and the VDOT Dinwiddie County Bridge on Route 703 over Rowanty Creek projects. CES Consulting, LLC also has a previous and successful working relationship with FCE that includes VDOT's Route 250 Bypass project and VDOT Route 607 (Matthew Mill Road) at Route 29 Greene County Intersection Improvements project in Ruckersville.

FCE's and PRIME's history of partnering will bring a level of professionalism, efficiency, and quality to the Route 7 and Battlefield Parkway Interchange Design-Build project. FCE will help to ensure team and workflow excellence by leveraging – at our cost – a **Route 7 and Battlefield Parkway Interchange Governance Committee** that will include balanced representation from VDOT, FCE, PRIME, and any other VDOT-recommended entities. The project components will be consistently and quantitatively measured, managed and, if needed, aggressively remediated. A Customer Satisfaction Survey process will yield ongoing Customer Value Index (CVI) scores. Similar Governance programs have been successfully implemented by a current member of the FCE team at two of Virginia's *FORTUNE 500* companies: Unisys Corporation in Reston and LandAmerica Financial Group (LFG), Inc. in Glen Allen.

Integration of the Design and Construction Team

VDOT expects a professional, collaborative, and integrated Design-Build Team (DBT) to effectively plan, manage, and successfully execute multiple simultaneous designs for this important, large-scale, multi-discipline transportation project. The FCE DBT is led by our Design-Build Project Manager, James “Matt” Holcomb, PE and DBIA, who is responsible for overall management of the entire project. Mr. Holcomb has full operational oversight of all aspects of the project and will serve as the primary contact for VDOT. He will work closely with the Design Manager, Todd Bergstrom, PE, and the Construction Manager, Timothy Wade. Mr. Holcomb, Mr. Bergstrom, and Mr. Wade will interface with Quality Manager for Design, David Metcalf, PE; along with the Quality Assurance Manager (QAM) for Construction, Avtar Singh, PE; and the Lead Utility Coordination Manager, Sean Weingartner. This seasoned team will confirm all design and construction is in accordance with contract requirements: services levels, quality and safety expectations, budgets, and timetables. Mr. Holcomb, in coordination with his key management team, is responsible for the development of our Project Management Plan (PMP) that will: embrace an integrated team structure with clear roles, authority, responsibility and procedures; establish a competent and responsive organization of experienced design and construction personnel, well-versed in all project requirements; be guided by design-build management principles and systems that have been tested and proven; and conduct bi-weekly coordination meetings with design, construction, and our Quality Managers. Mr. Holcomb will also hold a position on the aforementioned **Route 7 and Battlefield Parkway Interchange Governance Committee**; and have ownership of the Customer Satisfaction Survey process and Customer Value Index (CVI) scores. The FCE Design-Build Team (DBT) will approach the project by breaking down the work elements into manageable/buildable units. Our Project Management Plan (PMP) is the fundamental basis for successfully completing this project on-time and on-budget.

The FCE Design-Build Team (DBT) is highly experienced and highly motivated for:

- Quick and efficient mobilization;
- Compliant and prompt design completion; and
- Construction execution with a goal of zero safety and quality incidents

3.3.1: Key Personnel – Roles and Responsibilities of Personnel

Our team is comprised of highly-qualified and experienced professionals that will perform the work required by VDOT. Resumes for the Key Personnel are included on Attachment 3.3.1: Key Personnel Resume Form in the Appendix. The responsibilities and added value of the following personnel is included on the following pages.

Key Personnel

- **James “Matt” Holcomb, PE, DBIA (FCE)** | *Design-Build Project Manager*
- **Avtar Singh, PE, CCM, PMP, DBIA (CES)** | *Quality Assurance Manager*
- **Todd Bergstrom, PE (PRIME)** | *Design Manager*
- **Timothy Wade (FCE)** | *Construction Manager*
- **Sean Weingartner (SAM)** | *Lead Utility Coordination Manager*

Value Added Personnel

- **Daniel Davis, PE (PRIME)** | *Deputy Project Manager and Bridge and Retaining Walls*
- **Fernando Rodriguez, PE (PRIME)** | *Roadway Design Lead*

Responsibilities	Added Value
<div data-bbox="162 254 284 394" data-label="Image"> </div> <p data-bbox="305 247 828 394"> James “Matt” Holcomb, PE, DBIA VA Reg #0402023970 Fielder’s Choice Enterprises, Inc. <i>Design-Build Project Manager (DBPM)</i> </p> <div data-bbox="824 247 873 346" data-label="Image"> </div> <p data-bbox="155 403 881 873"> Mr. Holcomb is ultimately responsible for all aspects and facets of the project’s design and construction. His duties will include coordination with the owner and other stakeholders; allocation and management of resources, schedule management and contract negotiations. He will be the primary point of contact on the project and accountable directly to the Commonwealth’s Department of Transportation. Mr. Holcomb will also hold a position on the aforementioned Route 7 and Battlefield Parkway Interchange Governance Committee; and have ownership of the Customer Satisfaction Survey process and Customer Value Index (CVI) scores. </p>	<ul style="list-style-type: none"> ▪ 30+ years of construction experience ▪ Successfully fulfilled primary roles of all aspects of construction process: contractor, designer, and owner’s representative ▪ Proven project management expertise and experience ▪ Professional Engineer (PE) Certified ▪ Design-Build Institute of America (DBIA) Certified ▪ Project Management Institute (PMI) / Project Management Professional (PMP)® Certification (<i>Pending</i>) ▪ Masters in Civil Engineering ▪ Masters of Business Administration (MBA) ▪ Graduate of United States Naval Academy and served as Active Duty and Reserve Officer for Navy Civil Engineer Corps in U.S. and abroad.
<div data-bbox="162 997 284 1138" data-label="Image"> </div> <p data-bbox="318 991 816 1138"> Avtar Singh, PE, CCM, PMP, DBIA VA Reg # 0402035169 DBIA CES Consulting <i>Quality Assurance Manager (QAM)</i> </p> <div data-bbox="824 991 873 1089" data-label="Image"> </div> <p data-bbox="155 1155 881 1407"> Mr. Singh will manage the quality assurance, inspection, and testing of all materials on the project, including monitoring the contractor’s quality control. He will develop and manage documentation of QA on the project. He will perform independently of the design and contractor teams and have full authority to stop work that does not meet contract requirements. </p>	<ul style="list-style-type: none"> ▪ 23 years of experience in heavy civil engineering projects ▪ Project scoping and planning, value engineering, constructability analysis, construction, and project closeout experience ▪ QA Manager - Route 29 Solutions DB project (\$120M) ▪ Former Area Construction Engineer for VDOT ▪ Familiar with VDOT Minimum Requirements for Quality Assurance and Quality Control on Design-Build and P3 Projects, January 2012 ▪ Certified Construction Manager ▪ Project Management Professional ▪ Certified DB Professional (DBIA)

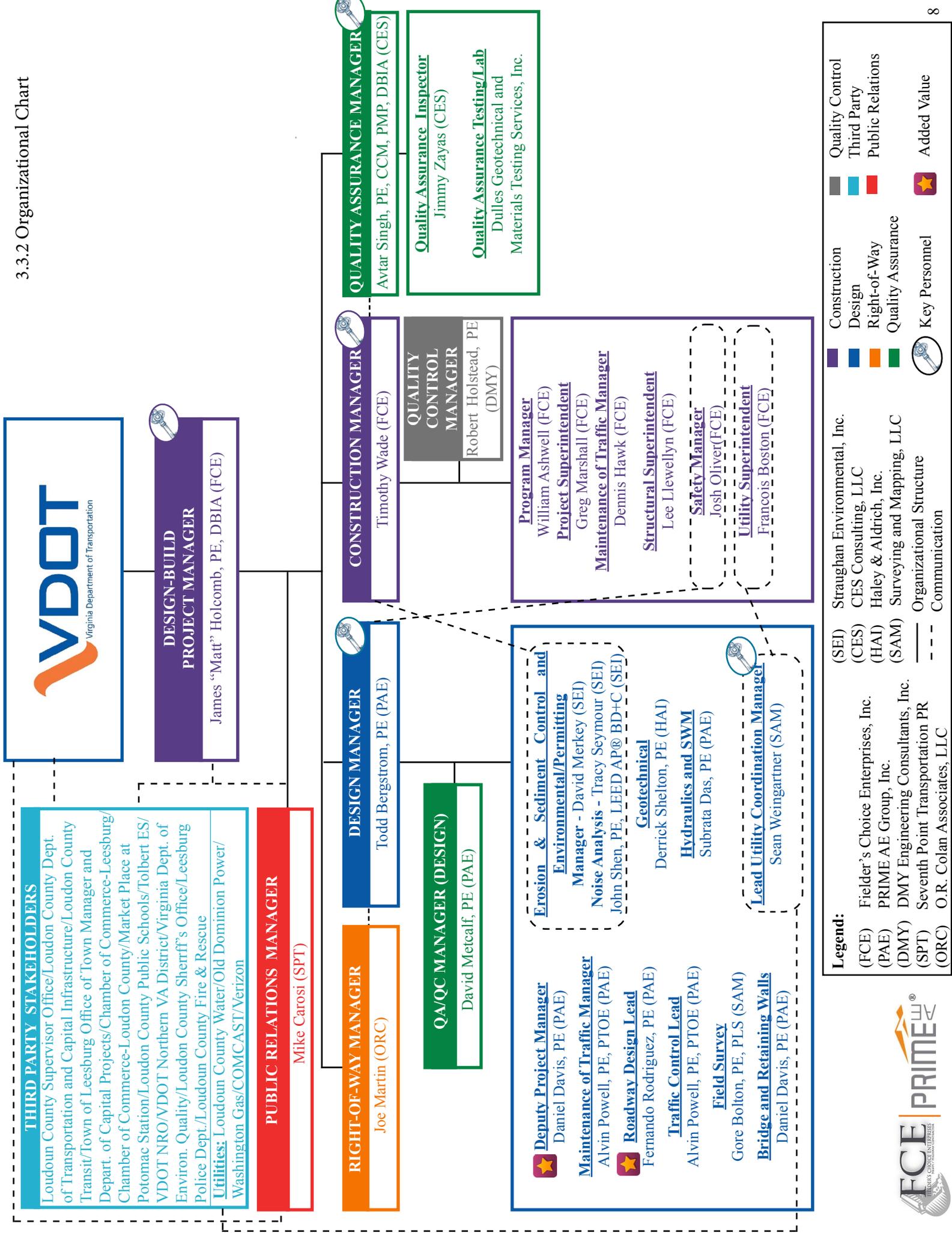
Responsibilities	Added Value
<div data-bbox="164 243 285 380"> </div> <p data-bbox="313 243 625 390"> Todd Bergstrom, PE VA Reg # 0402056792 <i>PRIME AE Group, Inc.</i> Design Manager (DM) </p> <div data-bbox="824 243 873 342"> </div> <p data-bbox="155 401 883 869"> As Design Manager, Mr. Bergstrom will be responsible for all management functions for design, including developing and managing the schedule, providing all required resources, tracking costs and earned value, administering contracts with subconsultants, implementing quality requirements, and facilitating coordination between design and construction. He will coordinate the design activities from PRIME's Fairfax, VA office. During construction, he will be available as needed for on-site consultation. He will report directly to our Design-Build Project Manager, Matt Holcomb. He will also oversee the QA/QC efforts led by David Metcalf. </p>	<ul style="list-style-type: none"> ▪ 30+ years design and management experience of highway/bridge projects ▪ 20 years Design-Build experience ▪ D-B Design Manager experience: <ul style="list-style-type: none"> ○ Ohio DOT's \$275M Urban Interstate I-90 George Voinovich Bridge (CCG2) within the City of Cleveland with an eastbound ADT of over 70,000 vpd; new 3,900ft Signature Structure, five additional structures, retaining walls, three interchange reconstructions, complex multiple phasing Maintenance of Traffic operations, coordination of numerous public and private utility relocations and extensive third-party coordination with local community groups, utilities and the City of Cleveland.
<div data-bbox="164 978 285 1115"> </div> <p data-bbox="313 978 748 1094"> Timothy Wade Fielder's Choice Enterprises, Inc. Construction Manager (CM) </p> <div data-bbox="824 968 873 1066"> </div> <p data-bbox="155 1100 883 1283"> Mr. Wade will be responsible for construction contract administration, purchasing, project scheduling, coordination of suppliers and subcontractors and management of field construction activities. He will report to the DB Project Manager. </p>	<ul style="list-style-type: none"> ▪ 30+ years of construction experience ▪ Deep experience and expertise in projects for the Virginia Department of Transportation (VDOT), including: <ul style="list-style-type: none"> ○ Hillsdale Drive Extension, City of Charlottesville, VA, \$12M ○ Midtown Connector, City of Lynchburg, VA, \$17.1M ○ Westchester Commons, Midlothian, VA, \$50M ▪ Certifications include Virginia Department of Environmental Quality (VDEQ) Responsible Land Disturber and VDOT Erosion and Sediment Control Contractor
<div data-bbox="164 1503 285 1640"> </div> <p data-bbox="313 1503 781 1608"> Sean Weingartner Surveying and Mapping, LLC Lead Utility Coordination Manager </p> <div data-bbox="824 1493 873 1591"> </div> <p data-bbox="155 1625 883 1839"> Mr. Weingartner will be responsible for all utility coordination activities and will report directly to our Design Manager, Todd Bergstrom and indirectly to FCE's Utility Superintendent, Francois Boston. He will be the direct line of communication to and from each utility company. </p>	<ul style="list-style-type: none"> ▪ 20+ years' experience as utility coordinator for highway and bridge projects. Includes 10 years as utility engineer for VDOT's Hampton Roads District ▪ Proven utility coordination and management expertise ▪ Experienced working with local public and private utilities

Responsibilities	Added Value
<div data-bbox="159 247 284 388"> </div> <p data-bbox="300 237 844 415"> Daniel Davis, PE VA Reg #0402032685 PRIME AE Group, Inc. <i>Deputy Project Manager and Bridge and Retaining Walls</i> </p> <div data-bbox="782 247 841 304"> </div> <p data-bbox="159 422 844 636"> Mr. Davis will be responsible for the overall bridge and retaining wall designs and in addition will serve as the deputy project manager. He will report to our DB Design Manager, Todd Bergstrom. During construction, he will be available as needed for on-site consultation. </p>	<ul style="list-style-type: none"> ▪ 25+ years design and management experience of VDOT bridge and wall projects ▪ 10+ years Design-Build experience ▪ Design experience: <ul style="list-style-type: none"> ○ Project Manager for the Design of Highway Structures and Bridges for VDOT; inspections and the design and development of rehabilitation, widening or new design plans, estimates, special provisions for highway structures and bridges ○ Project Manager and Principal Bridge Engineer for the VDOT I-64/I-295 Interchange Ramps F&D; design of two curved flyover steel plate girder bridges ○ New Bridge Design for VDOT term contract; two span continuous, single spans, and three simply supported span structures.
<div data-bbox="167 1003 289 1144"> </div> <p data-bbox="305 995 844 1104"> Fernando Rodriguez, PE PRIME AE Group, Inc. <i>Roadway Design Lead</i> </p> <div data-bbox="782 1003 841 1060"> </div> <p data-bbox="159 1110 844 1325"> Mr. Rodriguez will lead the roadway design team and manage the production of the roadway plans. He will report directly to the DB Design Manager, Todd Bergstrom. During construction, he will be available as needed for on-site consultation. </p>	<ul style="list-style-type: none"> ▪ 25+ years design and management experience of highway projects ▪ 10+ years Design-Build experience working directly with Todd Bergstrom ▪ Design experience: <ul style="list-style-type: none"> ○ Co-design PM (reported to Todd Bergstrom) for Ohio DOT's \$275M I-90 George Voinovich Bridge (CCG2) within the City of Cleveland; new Signature Structure, five additional structures, retaining walls, three urban interchange reconstructions, complex multiple phasing Maintenance of Traffic operations, coordination of numerous utility relocations and extensive third-party coordination. <ul style="list-style-type: none"> ▪ Design PM for new \$100M ODOT interchange SUM-271-12.47 for I-271 and SR 8

3.3.2: Organizational Chart

Communication amongst the entire team throughout the design and construction process is a key factor in the completion of a successful, quality project. The Organizational Chart on the following page depicts the chain of command of all firms, including the individuals responsible for major functions and their reporting relationships in managing, designing, and constructing this project.

3.3.2 Organizational Chart



3.4 Experience of Offeror's Team



3.4 - Experience of Offeror's Team

3.4 Experience of Offeror’s Team

FCE (Lead Contractor) and PRIME (Lead Designer) relevant projects can be found on Attachment 3.4.1 (a) and Attachment 3.4.1 (b) Work History Forms. The projects that are demonstrated are listed below:

	Project	Key Features
Lead Contractor (FCE)	VDOT Project Designation G70 – Route 29 / Route 250 Charlottesville, VA	<ul style="list-style-type: none"> ▪ Roadway intersection enhancements ▪ Grading and drainage improvements ▪ Public traffic safety and coordination ▪ Quality assurance and roadway and entranceway restoration ▪ Successful utility installations, tie-ins, and repairs during nighttime operations
	Hillsdale Drive Extension Charlottesville, VA	<ul style="list-style-type: none"> ▪ Working in and around existing active businesses ▪ Innovative roadway roundabout ▪ Bridge installation ▪ Improved traffic signals and lighting ▪ Demolition of existing structures as well as clearing and grubbing in restricted areas ▪ Improved drainage systems and utility relocation
	I-81 Bridge Replacements over Route 658 (Scratch Gravel Road) Smyth County, VA	<ul style="list-style-type: none"> ▪ Provided total construction services to replace of twin structures on Interstate 81 ▪ Demolition of bridges in poor condition ▪ Maintenance and protection of traffic, including for special events ▪ Grade separation between NB and SB traffic ▪ Restricted foot print and minimal approach improvements
Lead Designer (PRIME)	US 219 (Chestnut Ridge Road) from I-68 to Old Salisbury Road (Design-Build) – Interchange and Freeway Grantsville, MD	<ul style="list-style-type: none"> ▪ Design-Build project ▪ Limited-Access Freeway ▪ Interchange Design and Improvements ▪ Roundabout Design ▪ Highway and Drainage design/modeling ▪ Third Party Coordination ▪ SWM planning and design ▪ Right-of-Way and Utility Impacts ▪ Innovative Public Outreach with BIM
	ODOT I-71 MLK Interchange Cincinnati, OH	<ul style="list-style-type: none"> ▪ Design-Build project ▪ Utility coordination and plan development ▪ Third-Party coordination ▪ Aggressive design schedule ▪ Urban environment ▪ Roadway and bridges ▪ Complex Maintenance of Traffic operations
	Lewiston Road – Rebuilt Interchange over I-95 Hanover County, VA	<ul style="list-style-type: none"> ▪ Replace bridge and ramps over high volume section of I-95 ▪ New traffic signals ▪ Staged construction and maintained traffic ▪ Full and temporary interstate closures ▪ Public outreach and TMP

3.5 Project Risks



3.5 Project Risks

The Fielder’s Choice Enterprises, Inc. (FCE) Design-Build Team (DBT) understands the challenges with heavily traveled projects in developing urban environments. Our team’s combined experience in Virginia, and on similar projects nationwide, helps to ensure risk management will be implemented with expert knowledge of design-build processes and a full understanding of VDOT’s expectations.

Our proven Risk Management approach first identifies critical project risks in a risk register and is continually re-evaluated throughout the pursuit phase. The risk register will be reviewed by our Project Executive to finalize our pre-bid mitigation strategy for the identified risk items.

The FCE DBT will then develop a Risk Management Plan providing framework for our team to:

- Collaboratively identify Project risks through discussions during design development, including input from VDOT and stakeholders.
- Allocate risks to the party best positioned to help ensure a positive outcome. The FCE DBT will assign an individual manager to oversee each risk.
- Act to manage and mitigate risks. We will consider modifying the design, adjusting sequence and schedule, providing training, or adding resources to minimize potential risks.
- Follow-up through monthly meetings with VDOT to track all items to closure.

The FCE DBT’s experience and resources allows us to understand and mitigate risks, and any impact they may have on the safety, quality, or schedule of the Project. Our work plan will provide options to mitigate any risks the Project may face to minimize these impacts. The following are the three critical risk elements identified by the FCE DBT, and our plan to mitigate them.

1. Maintenance of Traffic
2. Geology/Geotechnical
3. Utilities

Risk #1: Maintenance of Traffic

Risk Identification. The FCE DBT understands the importance of maintaining the approximate 85,000 vehicles per day (vpd) along Route 7 and the 25,000 vpd along Battlefield. We also understand the importance of ensuring connectivity to local business during construction. Also critical will be to maintain safe access for the travelling public, emergency services, construction vehicles, and providing a safe construction zone. Our team evaluated numerous options for maintaining traffic during construction. Our initial concepts will maintain the same number of lanes as the current condition.

The ability to maintain traffic is subject to two driving risks factors. First, traffic in northern Virginia can degrade very quickly and even collapse. Traffic flow is so fragile that even minor disruptions can result in major congestion that will make the evening news.

Second, drivers in this area are distracted beyond the norm. Signs, markings, and beacons sometimes are not enough to re-gain their attention. These risks have major safety implications.

Why the Risks are Critical. Excessive congestion can lead to a public outcry, elected officials demanding relief and as a result, changes to the construction schedule. Crashes due to distracted driving results in property damage and injury to motorists and construction personnel.

Impact of Risks to Project. There are several potential project impacts resulting from a failing MOT operation including:

- Increased risk of crashes
- Delays to the project schedule
- Increased travel delays
- Loss of business
- Lack of efficient access for emergency vehicles

Mitigation Strategies

1. Traffic Management Plan (TMP)
2. Quality MOT construction plans
3. Designated MOT coordinator
4. Designated safety manager
5. Designated construction zone manager
6. Stakeholder Meetings
7. MOT plan to shift traffic movements away from construction.

The FCE DBT has gained these understandings through similar project experiences and has tailored its process to mitigate these risks allowing this project to be constructed on-time while maintaining a safe work zone and keeping the public traffic flowing. Our process includes the following strategies:

- **Traffic Management Plan.** Our plan to reduce traffic volumes through the project site, maintain traffic and respond to congestion will be the detailed in our Transportation Management Plan (TMP). The Plan will consist of three parts: Public Outreach and Involvement, Operations, and Maintenance of Traffic Plans.
 - **Public Outreach and Involvement.** This element will consist of at least one public involvement meeting prior to construction, “pardon our dust” meetings during construction, link to the VDOT web site and temporary information signs.
Portable Change Message Signs will be used throughout the construction. They will be changed in advance of traffic shifts, and periodically to keep motorists alert.
 - **Operations.** This broad category of strategies will be focused on keeping drivers alert through the work zone, responding quickly to breakdowns, and providing alternatives to driving through the work zones.
 - **Maintenance of Traffic (or TTCP) Plans.** These plans will be developed to keep traffic moving and protect workers. Our preliminary concepts allow to maintain the same number of lanes as the existing condition.
- **Dedicated Maintenance of Traffic Coordinator.** Alvin Powell, PE, PTOE will develop the MOT plans, provide traffic analysis and modelling and assess actual traffic flows. Throughout construction as traffic patterns change or adjust to the conditions Alvin will reanalyze the data and look for opportunities to improve traffic flow.
- **Safety Manager.** Our Safety Manager, Josh Oliver, reports directly to FCE ownership. This position monitors safety procedures and practices and spot checks field operations taking immediate action if violations occur or if an unsafe activity is observed.
- **Maintenance of Traffic Manager.** Our MOT Manager Dennis Hawk will inspect the Work Zone implementation to correct any deviations from the MUTCD or MOT/TTCP Plans. This manager also evaluates how well the plan performs in practice, and with the MOT Coordinator, develops changes or other options.
- **Stakeholder meetings.** In addition to meetings to inform the public, additional stakeholder meetings will be held. Special meetings that will focus on safety and emergency operations will be held with first responders (Town Police, County Sheriff’s office and County Fire and Rescue).
- **MOT plans to shift traffic movements away from construction.** Our preliminary MOT plans and Sequence of Construction will keep traffic well separated from construction.

Role of VDOT and Other Agencies Addressing Risks. Although FCE will provide materials and maintain a key role during Public Involvement activities, we expect VDOT to sponsor the meetings and respond to issues not directly related to the project. Suggestions or complaints will be addressed to VDOT. We plan on monitoring traffic demand, and to propose demand-based lane closures. We will need support from VDOT for tweaks to the permitted lane closure hours.

Risk #2: Geology/Geotechnical

Risk Identification. The subsurface soil and rock conditions present a significant risk to the success of the project. The project itself is located within the Culpeper Basin, which lies near the western edge of the Piedmont Physiographic Province. This basin is generally characterized by non-marine sedimentary rocks such as siltstone, sandstone, and shale. At some locations, the sedimentary rock has been intruded by diabase creating metamorphic hornfels rock. Diabase intrusions and hornfels are anticipated in the project area based on Haley & Aldrich’s experience in the area, our review of historic geology reports, and review of subsurface investigations performed at the nearby Best Buy and Lowe’s properties. These rocks are generally known to have highly variable differential weathering and one of the products of this differential weathering is diabase boulders. These boulders are common in the project area and can vary significantly in size. Sand and highly plastic clay are also products of weathering of these types of rocks and are anticipated to be encountered at the ground surface within the project limits.

Why the Risk is Critical. The subsurface soil and rock conditions present a risk that is critical to the success of the project for the primary reasons identified below.

1. Site specific test borings have not been performed by VDOT for the proposed project. As a result, the specific subsurface conditions are not known, especially along the proposed ramp alignments. Design of the bridge foundations, retaining walls, roadway profiles, and utilities will be impacted by the presence of rock and differential rock weathering.
2. It is common for the near surface soils in the project area to consist of highly plastic clays in isolated areas. The clay soils are a product of weathering of the rock and often exhibit high moisture content, low strength, and swell potential. When these soils are present at the pavement subgrade level, they cause increased roughness and degradation of pavement serviceability. This is a concern where widening of Route 7 and Battlefield Parkway are planned. Similarly, the expansive and weak nature of high plasticity clays does not make them suitable for support of shallow spread footings. Additional testing of these materials will be required during the design phase and the resulting recommendations could affect cost and/or construction schedule.
3. The presence of two distinct rock types in close proximity to the ground surface (metamorphic hornfels and diabase) presents challenges with respect to excavation and removal of the rock. Diabase rock is heterogonous and hard, is typically not rippable and is often removed by blasting. Hornfels is softer than diabase and can typically be ripped with a large dozer and ripper. Though significant rock excavation is not planned, the extents of each type of rock is not clearly defined due to the lack of site specific test borings. Excavation utilizing blasting, hoe rams, rippers, or other similar techniques are technically feasible but add to the critical nature of the risk due to the effects of the construction methods on safety, nearby structures, noise, maintenance of traffic, public perception, and schedule.

Impact of Risk to the Project. As noted above, the subsurface soil and rock conditions present a critical risk to the project. The major impacts are described below.

1. Lack of Site Specific Subsurface Information

- Design delays and rework could result from lack of adequate information
- Encountering unexpected conditions

2. Rock Excavation

- May result in additional construction noise associated with hoe-ramming
- Increases construction durations to allow for rock excavation and removal

3. Differential Settlement of Bridge Abutments and Retaining Walls

- Different excavation methods may be required to account for variations in weathering of rock material
- Removal of unfractured rock (boulders) could result in schedule impacts

4. Unsuitable Subgrade Soils

- Depth and extent is unknown, and removal can impact schedule
- Strength of subgrade soils can impact pavement design

Mitigation Strategies. Haley & Aldrich's experience working within the Culpeper Basin and immediate vicinity of the Project provides the knowledge necessary to help ensure that appropriate geotechnical solutions and cost-effective recommendations are developed. To mitigate risk, the following strategies will be implemented as described below.

- 1. Subsurface Investigation Program:** We intend to address the lack of subsurface information by developing a comprehensive geotechnical subsurface investigation program that is focused on gathering the necessary data in the early phases of the project. Our team understands that if the subsurface conditions are not evaluated early in the design process, schedule delays and increased construction costs can occur. A well-designed subsurface investigation program will reduce the project risks associated with insufficient subsurface data, potential rock exaction, variable rock weathering, and unsuitable subgrade soils. Our boring layout will meet the VDOT Materials Manual of Instruction (MOI) requirements and will take into account previously completed borings by VDOT. In addition to traditional test borings, we will use geophysical testing and insitu tests to better understand the rock weathering profile and soil compressibility at bridge substructure and retaining wall locations. By using advanced subsurface investigation techniques, it is during this stage that many potential geotechnical risks will be mitigated.
- 2. Laboratory Soils and Rock Testing:** Comprehensive soil and rock laboratory testing will be performed on samples collected during the subsurface investigation. Testing will assist in quantifying the level of impact this risk has on design and construction. Testing priority will be developed such that recommendations for bridge foundations and retaining walls are complete as early as possible to reduce schedule delays.
- 3. Rock Excavation:** Significant rock excavation quantities are not anticipated. However, to determine the best excavation method we will perform a seismic refraction survey near any deep utility trenches or roadway cuts where rock is in close proximity to the ground surface. This will measure the wave speed of the underlying soil and bedrock. High wave speeds indicate harder materials, which in turn relates to rippability and rock removal. Where rock is encountered close to the existing roadway or adjacent to existing utilities and structures, hoe ramming and/or ripping will be used to remove the rock. The proximity of existing structures and overburden depths will be considered when contemplating blasting. To the degree possible, the roadway profile will be adjusted to avoid blasting based on the results of the subsurface investigation program discussed earlier.
- 4. Roadway Profile and Storm Drainage:** We thoroughly reviewed the RFP documents and Haley & Aldrich's records of test borings from nearby sites. This analysis helped our team develop an understanding of the soil and bedrock conditions anticipated within the project limits. Consequently, we will modify the roadway profiles to reduce rock excavations and eliminate deep storm drainage runs based on the results of our subsurface investigation program.
- 5. Pavement Design and Construction:** In consideration of the potential for high plasticity clays to be present at pavement subgrade level, we intend to develop several alternatives to deal with these unsuitable materials and help to ensure long-term performance of pavement. These alternatives include raising the design grade to avoid the unsuitable soil; overexcavation and replacement of unsuitable material; insitu treatment; and and/or the use of geogrid and high quality granular fill to create a

reinforced subgrade. Each alternative mentioned herein will be evaluated and the subgrade treatment option will be selected considering an analysis of performance, constructability, cost, and the impact to the overall schedule.

- 6. Construction Inspection:** Haley & Aldrich’s project manager will remain engaged with the construction and materials testing staff to ensure recommendations are properly incorporated during construction. In addition, Haley & Aldrich’s involvement will facilitate quick field adjustments if differing site conditions are encountered.

Role of VDOT and other agencies addressing risks. During the RFP phase, we recommend that VDOT perform additional test borings to reduce the magnitude of the current risk. Additional borings along roadway alignments would help to better delineate the presence of unsuitable high-plasticity clays. Similarly, additional test borings and geophysical testing at the bridge substructure locations will remove uncertainty associated with the rock weathering profile and provide a better understanding of the potential use of shallow foundations to support the bridge and retaining wall structures.

Shortly after the design process has started, we intend to meet with VDOT prior to performing our fieldwork to review our planned subsurface investigation program and solicit their comments. The goal of the meeting will be to gain consensus on boring layouts, insitu testing, exploration depths, and specialized laboratory testing. During this process, we will also identify historic explorations that can be used to supplement our subsurface investing program. After fieldwork begins, VDOT’s role will be to keep the public notified of the planned drilling activities and assist with access to private property, if required.

After completing our subsurface investigation program, our geotechnical design reports will be submitted to VDOT for review and comment. Comments identified during the review process will be addressed by our team and incorporated into the final roadway and bridge construction plans prior to plan approval and construction. During construction, VDOT’s role will consist of completing the independent assurance and independent verification as outlined in the VDOT QA/QC manual.

Risk #3: Utilities

Risk Identification. The Route 7 and Battlefield Parkway Interchange project will include the relocation of many utilities. Phasing the relocation of the utilities is a complex process, but a challenge that FCE has performed successfully on numerous projects. What makes utility relocation a Risk is lack of control that FCE has over the utility companies. Many utility companies do not allow others to design the relocation or perform the utility cut-over or transfers. We have overcome this lack of control in the past with a proactive approach, described below.

The following utilities have been identified with potential project related impacts:

- Electric – Dominion Energy
 - Transmission
 - Distribution
- Water – Loudoun County Water
- Sanitary Sewers
- Traffic Signal System
- Gas – Washington Gas
- Telecommunications
 - Cable – Comcast
 - Fiber – CenturyLink (f. Qwest)
 - Fiber - Summit LLC
 - Fiber - Verizon

Why the Risk is Critical. With so many utilities, this project will have numerous carefully phased elements. Many of these elements will be on the critical path, a delay due to a utility company will likely delay the project, extend temporary traffic control, and create the need for additional changes.

Impact of Risk to the Project. The following are impacts of this critical Risk:

- Utility-caused delays
- Extension of TTCP beyond approved time
- Impact or damage to existing utilities
- Late start, long lead time relocations
- Potential service interruption

Mitigation Strategies. FCE will develop a detailed utility matrix and perform additional subsurface investigation to supplement existing data. We will understand the extent of the utilities and identify the utility owners very early in the project.

Very early we will gain agreements with the utility companies to identify who will be performing design, the limits of FCE construction, and coordination requirements. To lead this effort, we have appointed Sean Weingartner as our Utilities Coordinator. Sean will not only identify responsibilities of FCE, but also work closely with the utility companies to minimize relocations and to perform relocations as early as possible.

All utilities will be included with our project Stakeholder meetings, which provides opportunities to identify and mitigate issues before they impact the critical path on the project schedule. Also, they will also be part the FCE DBT's Quality Management Plan. Specific QA/QC forms are required to be signed off by an appropriate representative from each affected utility owner.

The following proven measures will be adopted to mitigate the impacts associated with each Utility potentially compromised during construction of the interchange.

1. Impact of Risk: Impact to existing utilities

- Protect existing facilities/infrastructure
- Prevent disturbance and increased loading/cover
- Perform work to minimize inconvenience to utility owner and customers
- Engage SAM to complete SUE

2. Impact of Risk: Coordination impacts to schedule

- Apply experience and lessons learned from previous projects
- Copy VDOT Project Manager and District Utility Coordinator on all utility coordination
- Prioritize elimination of relocations, then efforts to minimize

3. Impact of Risk: Utility-caused delays

- Leverage experience of project personnel who understand expectations of local utility owners and have developed relationships on past projects

4. Impact of Risk: Late start, long lead time relocations

- Engage utilities early and often
- Include special utility schedule requirements in schedule development:
 - Stake, clear and grub, and grade as soon as feasible to allow early relocations

5. Impact of Risk: Service interruption

- Regularly coordinate with utilities
- Diligently update the utility impact matrix
- Gain buy-in by all parties, especially those utilities supported on the existing structure

Role of VDOT and Other Agencies Addressing Risks. Utility-related risk mitigation will be performed by the FCE DBT. We will include major utility issues in the P6 CPM project schedule and keep VDOT informed of all coordination by copying the District Utility Coordinator on all correspondence between the FCE DBT and utility owners. We expect VDOT's involvement in utility risk mitigation to be limited. If the FCE DBT identifies an issue where a utility has failed to relocate their facility or construct new facilities in a timely manner, we will look to VDOT and the Town of Leesburg to issue Obstruction of Removal Notice(s). VDOT will also get involved if there is a non-responsive utility. This will typically happen through an escalation process from the D-B to the Oversight team to VDOT. In reality, it's usually handled through the weekly or biweekly utility coordination meetings if VDOT attends. Usually a call from the Regional Utility Manager gets the non-responsive utility engaged, but for the purposes of this exercise, the escalation process should be noted.

Appendix



2.10 C-78 Form



ATTACHMENT 2.10

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

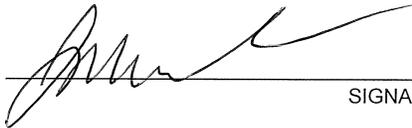
RFQ NO. Contract ID No. C00106573DB101
PROJECT NO.: State No.: 0007-253-009, P101, R201, C501, B601
Federal No.: STP-5A01(704)

ACKNOWLEDGEMENT OF RFQ, REVISION AND/OR ADDENDA

Acknowledgement shall be made of receipt of the Request for Qualifications (RFQ) and/or any and all revisions and/or addenda pertaining to the above designated project which are issued by the Department prior to the Statement of Qualifications (SOQ) submission date shown herein. Failure to include this acknowledgement in the SOQ may result in the rejection of your SOQ.

By signing this Attachment 2.10, the Offeror acknowledges receipt of the RFQ and/or following revisions and/or addenda to the RFQ for the above designated project which were issued under cover letter(s) of the date(s) shown hereon:

1. Cover letter of RFQ - December 8, 2017
(Date)
2. Cover letter of RFQ Questions and Answers - January 10, 2018
(Date)
3. Cover letter of _____
(Date)



SIGNATURE

1-29-18

DATE

James "Matt" Holcomb

PRINTED NAME

President

TITLE

3.1.2 SOQ Checklist



ATTACHMENT 3.1.2

Project: 0007-253-009

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Offerors shall furnish a copy of this Statement of Qualifications (SOQ) Checklist, with the page references added, with the Statement of Qualifications.

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Statement of Qualifications Checklist and Contents	Attachment 3.1.2	Section 3.1.2	no	Appendix 3.1.2
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	Appendix 2.10
Letter of Submittal (on Offeror's letterhead)				
Authorized Representative's signature	NA	Section 3.2.1	yes	2
Offeror's point of contact information	NA	Section 3.2.2	yes	1
Principal officer information	NA	Section 3.2.3	yes	1
Offeror's Corporate Structure	NA	Section 3.2.4	yes	1
Identity of Lead Contractor and Lead Designer	NA	Section 3.2.5	yes	2
Affiliated/subsidiary companies	Attachment 3.2.6	Section 3.2.6	no	Appendix 3.2.6
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	Appendix 3.2.7 a & b
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	Appendix 3.2.8
Evidence of obtaining bonding	NA	Section 3.2.9	no	Appendix 3.2.9

ATTACHMENT 3.1.2

Project: 0007-253-009

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
SCC and DPOR registration documentation (Appendix)	Attachment 3.2.10	Section 3.2.10	no	Appendix 3.2.10
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	Appendix 3.2.10
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	Appendix 3.2.10
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	Appendix 3.2.10
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	Appendix 3.2.10
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	2
Offeror's Team Structure				
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	4-7
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Appendix 3.3.1
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Appendix 3.3.1
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appendix 3.3.1
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendix 3.3.1
Key Personnel Resume – Utility Coordination Manager	Attachment 3.3.1	Section 3.3.1.5	no	Appendix 3.3.1

ATTACHMENT 3.1.2

Project: 0007-253-009

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15- page limit?	SOQ Page Reference
Organizational chart	NA	Section 3.3.2	yes	8
Organizational chart narrative	NA	Section 3.3.2	yes	4-7
Experience of Offeror's Team				
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Appendix 3.4.1
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Appendix 3.4.1
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	10-15

3.2.6 Affiliated/Subsidiary Companies



3.2.6 - Affiliated/
Subsidiary Companies

3.2.7 Debarment Forms



ATTACHMENT 3.2.7(a)

CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS

Project No.: 0007-253-009

1) The prospective primary participant certifies to the best of its knowledge and belief, that it and its principals:

a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency.

b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; and have not been convicted of any violations of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification, or destruction of records, making false statements, or receiving stolen property;

c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph 1) b) of this certification; and

d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

2) Where the prospective primary participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

The undersigned makes the foregoing statements to be filed with the proposal submitted on behalf of the Offeror for contracts to be let by the Commonwealth Transportation Board.



Signature

1-29-18
Date

President
Title

Fielder's Choice Enterprise, Inc.
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0007-253-009

- 1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
- 2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

The undersigned makes the foregoing statements to be filed with the proposal submitted on behalf of the Offeror for contracts to be let by the Commonwealth Transportation Board.

	1/24/18	President and Chief Executive Officer
_____ Signature	_____ Date	_____ Title

PRIME AE Group, Inc.

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0007-253-009

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The undersigned makes the foregoing statements to be filed with the proposal submitted on behalf of the Offeror for contracts to be let by the Commonwealth Transportation Board.



Signature

1/9/2018

Date

President

Title

CES CONSULTING LLC

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0007-253-009

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The undersigned makes the foregoing statements to be filed with the proposal submitted on behalf of the Offeror for contracts to be let by the Commonwealth Transportation Board.

 _____ Signature	January 15, 2018 _____ Date	Vice President _____ Title
---------------------------------------------------------------------------------------------------------	-----------------------------------	----------------------------------

DMY Engineering Consultants Inc.

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0007-253-009

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Signature

1/9/2018
Date

Senior Associate
Title

HALEY & ALDRICH, INC.
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0007-253-009

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The undersigned makes the foregoing statements to be filed with the proposal submitted on behalf of the Offeror for contracts to be let by the Commonwealth Transportation Board.

	1.9.18	President
Signature	Date	Title

Seventh Point Transportation PR
Name of Firm

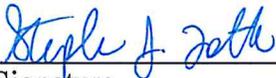
ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0007-253-009

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The undersigned makes the foregoing statements to be filed with the proposal submitted on behalf of the Offeror for contracts to be let by the Commonwealth Transportation Board.

 _____ Signature	1/11/2018 _____ Date	Chief Operating Officer _____ Title
---------------------------------------------------------------------------------------------------------	----------------------------	-------------------------------------------

O. R. Colan Associates, LLC

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0007-253-009

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The undersigned makes the foregoing statements to be filed with the proposal submitted on behalf of the Offeror for contracts to be let by the Commonwealth Transportation Board.



Signature

01/10/2018

Date

PROJECT MANAGER

Title

SAM, LLC fka So-Deep, Inc.

Name of Firm

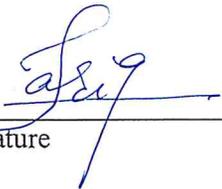
ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0007-253-009

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The undersigned makes the foregoing statements to be filed with the proposal submitted on behalf of the Offeror for contracts to be let by the Commonwealth Transportation Board.

	<u>01/09/2018</u>	<u>Principal</u>
Signature	Date	Title

DULLES GEOTECHNICAL & MATERIAL TESTING SERVICES, INC.
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0007-253-009

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The undersigned makes the foregoing statements to be filed with the proposal submitted on behalf of the Offeror for contracts to be let by the Commonwealth Transportation Board.


Signature

1/11/18

Date

Vice President-State and Local Programs

Title

Straughan Environmental, Inc.

Name of Firm

3.2.8 VDOT Prequal. Certification





COMMONWEALTH OF VIRGINIA



CERTIFICATE OF QUALIFICATION

FIELDER'S CHOICE ENTERPRISES, INC.

Vendor Number: **F451**

In accordance with the Regulations of the Virginia Department of Transportation, your firm is hereby notified that the following Rating has been assigned to your firm:

PREQUALIFIED

Your firm specializes in the noted Classification(s):

GRADING; MAJOR STRUCTURES; MINOR STRUCTURES; UNDERGROUND UTILITIES

Issue Date: **May 31, 2017**

Suzanne FR Lucas, State Prequalification Officer

This Rating and Classification will Expire: **May 31, 2018**

Don E. Silles, Director of Contracts

It is not permissible to alter this document, use after posted expiration date, or use by persons or firms other than those named on this certificate.

3.2.9 Surety/Insurance Letter



Prepare. Protect. Prevail.™



January 29, 2018

Mr. Bryan W. Stevenson, P.E.
Alternative Project Delivery Division
Virginia Department of Transportation
Central Mail Office
1401 East Broad Street
Richmond, VA 23219

Re: Fielder's Choice Enterprises, Inc.
Virginia Department of Transportation
Request for Qualifications
A Design-Build Project
Route 7 and Battlefield Parkway Interchange
Town of Leesburg, Virginia
State Project No.: 0007-253-009,P101,R201,C501,B601
Federal Project No.: STP-5A01(704)
Contract ID Number: C00106573DB101

Dear Mr. Stevenson:

The Hartford, through its operating entities, has issued surety bonds to Fielder's Choice Enterprises, Inc. since 2015. During this time we have favorably considered projects up to \$40,000,000 with an aggregate program of \$75,000,000. Our experience with Fielder's Choice Enterprises, Inc. has been excellent, and we highly recommend them to you.

As surety for Fielder's Choice Enterprises, Inc., The Hartford, is capable of obtaining 100% Performance Bond and 100% Labor and Materials Payment Bond in the amount of the anticipated cost of construction, and said bonds will cover the Project and any warranty periods as provided for in the Contract Documents on behalf of the Contractor, in the event that such firm be the successful bidder and enter into a contract for this project, subject to acceptable review of the contract documents and bond forms, financing, availability of reinsurance, and Fielder's Choice Enterprises, Inc. continuing to satisfy other underwriting considerations at the time the bonds are requested.

Bond Department
Richmond Branch Office
4480 Cox Road, Suite 200
Glen Allen, VA 23060-6751
Toll-Free 800-552-3429 x2
Fax 866-212-4423

Please understand that any arrangement for any bonds is a matter between Fielder's Choice Enterprises, Inc. and The Hartford and we assume no liability to third parties or you if, for any reason, we do not issue requested bonds.

Fielder's Choice Enterprises, Inc. bonds are issued through Hartford Fire Insurance Company which is listed on the U.S. Treasury Department List and has an A.M. Best Rating of "A+" with Financial Size Category: XV (\$2 Billion or greater). They are licensed to do business in the Commonwealth of Virginia.

Very Truly Yours,

A handwritten signature in blue ink, appearing to read "William D. Taylor". The signature is fluid and cursive, with a large, sweeping flourish at the end.

William D. Taylor
Regional Director
The Hartford

3.2.10 SCC/DPOR Licenses & Registrations



ATTACHMENT 3.2.10

State Project No. 0007-253-009

SCC and DPOR Information

Offerors shall complete the table and include the required state registration and licensure information. By completing this table, Offerors certify that their team complies with the requirements set forth in Section 3.2.10 and that all businesses and individuals listed are active and in good standing.

SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)							
Business Name	SCC Information (3.2.10.1)			DPOR Information (3.2.10.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
Fielder's Choice Enterprise, Inc.	03067113	Corporation	Active	1020 Linden Avenue Charlottesville, VA 22902	Class A Contractor: Specialties – H/H, EMC, ISC, CBC, RBC	2705062623	06-30-2019
PRIME AE Group, Inc.	F1812371	Foreign Corporation	Active	3975 Fair Ridge Drive, Suite 455N Fairfax, VA 22033	Business Entity Branch Office Registration	0411001187	02-28-2018
				5521 Research Park Drive, Suite 300 Baltimore, MD 21228	Business Entity Registration	0407005609	12-31-2019
Haley & Aldrich, Inc.	F1088188	Foreign Corporation	Active	70 Blanchard Road, Suite 204, Burlington, MA 01803	Business Entity Registration	0407003076	12-31-2019
Survey and Mapping, LLC	T0564965	Foreign Limited Liability Company	Active	4801 Southwest Parkway, Bldg 2, Suite 100 Austin, TX 78735	Business Entity Registration	0407006626	12-31-2019
O.R. Colon Associated, LLC	T0653610	Foreign Limited Liability Company	Active	N/A	N/A	N/A	N/A
CES Consulting, LLC	S3416007	Limited Liability Company	Active	23475 Rock Haven Way, Suite 255 Dulles, VA 20166	Business Entity Registration	0407005783	12-31-2019
DMY Engineering Consultants, Inc.	07688955	Corporation	Active	45662 Terminal Drive Suite 110 Dulles, VA 20166	Business Entity Registration	0407005631	12-31-2019
Straughan Environmental, Inc.	F1295916	Foreign Corporation	Active	10245 Old Columbia Road, Columbia, MD 21046	Business Entity Registration	0407005614	12-31-2019
Seventh Point, Inc.	02675411	Corporation	Active	N/A	N/A	N/A	N/A
Dulles Geotechnical and Material Testing Services, Inc.	07582323	Corporation	Active	14119 Sullyfield Circle, Suite H, Chantilly, VA 20151	Business Entity Registration	0407006236	12-31-2019

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

06-30-2019

NUMBER

2705062623

BOARD FOR CONTRACTORS

CLASS A CONTRACTOR

CLASSIFICATIONS CBC EMC H/H ISC RBC



FIELDERS CHOICE ENTERPRISES INC
1020 LINDEN AVENUE
CHARLOTTESVILLE, VA 22902



Status can be verified at <http://www.dpor.virginia.gov>

Jay W. DeBoer
Jay W. DeBoer, Director

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

DPOR License Lookup License Number

2705062623

License Details

Name	FIELDERS CHOICE ENTERPRISES INC
License Number	2705062623
License Description	Contractor
Firm Type	Corporation
Rank ¹	Class A
Address	1020 LINDEN AVENUE, CHARLOTTESVILLE, VA 22902
Specialties²	Commercial Building (CBC) Equipment / Machinery (EMC) Highway / Heavy (H/H) Landscape Irrigation (ISC) Residential Building (RBC)
Initial Certification Date	2001-06-08
Expiration Date	2019-06-30

- 1 Refer to the Statutory Definitions (<http://law.lis.virginia.gov/vacode/title54.1/chapter11/section54.1-1100/>) for descriptions of the rank or class of license (A, B, or C) that determines the monetary limits on contracts/projects.
- 2 Refer to the Classification Definitions (<http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-20>) and Specialty Definitions (<http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-30>) for detailed definitions of these classifications and specialties.

The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).

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DPOR License Lookup build 1,192 (built 2016-06-23 09:13:05).

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

01-31-2019

NUMBER

0402023970

BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
AND LANDSCAPE ARCHITECTS
PROFESSIONAL ENGINEER LICENSE



JAMES MATTHEW HOLCOMB
SHORT MOUNTAIN ENGINEERING LLC
PO BOX 728
MIDDLETOWN, MD 21769



Status can be verified at <http://www.dpor.virginia.gov>


Jay W. DeBoer, Director

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (05/2015)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON
02-28-2018

NUMBER
0411001187

BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
AND LANDSCAPE ARCHITECTS

BUSINESS ENTITY BRANCH OFFICE REGISTRATION

PROFESSIONS: ENG



PRIME AE GROUP INC
3975 FAIR RIDGE DR STE 455N
FAIRFAX, VA 22030



Jan W. DeBoer
Jan W. DeBoer, Director

Status can be verified at <http://www.dpor.virginia.gov>

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA

BUSINESS ENTITY BRANCH OFFICE REGISTRATION

NUMBER: 0411001187 EXPIRES: 02-28-2018

PROFESSIONS: ENG

PRIME AE GROUP INC

3975 FAIR RIDGE DR STE 455N

FAIRFAX, VA 22030



(FOLD)

Status can be verified at <http://www.dpor.virginia.gov>

DPOR-LIC (05/2015)

(DETACH HERE)

DPOR-PC (05/2015)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON
12-31-2019

NUMBER
0407005609

BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
AND LANDSCAPE ARCHITECTS
BUSINESS ENTITY REGISTRATION

PROFESSIONS: ENG, ARC



PRIME AE GROUP INC
PEI ENGINEERS, INC
5521 RESEARCH PARK DR STE 300
BALTIMORE, MD 21228



Jay W. DeBoer
Jay W. DeBoer, Director

Status can be verified at <http://www.dpor.virginia.gov>

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)



COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION

NUMBER: 0407005609 EXPIRES: 12-31-2019

PROFESSIONS: ENG, ARC

PRIME AE GROUP INC
PEI ENGINEERS, INC
5521 RESEARCH PARK DR STE 300
BALTIMORE, MD 21228



(FOLD)

DPOR-LIC (05/2015)
(DETACH HERE)

DPOR-PC (05/2015)

Status can be verified at <http://www.dpor.virginia.gov>



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License Details



Name	BERGSTROM, TODD ALAN
License Number	0402056792
License Description	Professional Engineer License
Rank	Professional Engineer
Address	NORTON, OH 44203
Initial Certification Date	2016-09-01
Expiration Date	2018-09-30

The license information in this application was last updated at Tue Jan 31 02:50:20 EST.

License Lookup legal disclaimer

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

12-31-2019

NUMBER

0407005783

BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
AND LANDSCAPE ARCHITECTS
BUSINESS ENTITY REGISTRATION

PROFESSIONS: ENG



CES CONSULTING LLC
23475 ROCK HAVEN WAY
SUITE 255
DULLES, VA 20166



Jay W. DeBoer
Jay W. DeBoer, Director

Status can be verified at <http://www.dpor.virginia.gov>

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DPOR-LIC (02/2017)

(DETACH HERE)



COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR AP/ELSC/DLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407005783 EXPIRES: 12-31-2019
PROFESSIONS: ENG
CES CONSULTING LLC
23475 ROCK HAVEN WAY
SUITE 255
DULLES, VA 20166



(FOLD)

Status can be verified at <http://www.dpor.virginia.gov>

DPOR-PC (02/2017)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
01-31-2019

NUMBER
0402035169

BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
AND LANDSCAPE ARCHITECTS
PROFESSIONAL ENGINEER LICENSE



AVTAR SINGH
6773 LEOPOLDS TRAIL
HAYMARKET, VA 20169



Jay W. DeBoer
Jay W. DeBoer, Director

Status can be verified at <http://www.dpor.virginia.gov>

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DPOR-LIC (05/2015)
(DETACH HERE)



COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation
BOARD FOR APELSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402035169 EXPIRES: 01-31-2019

AVTAR SINGH
6773 LEOPOLDS TRAIL
HAYMARKET, VA 20169



(FOLD)

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DPOR-PC (05/2015)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON

12-31-2019

NUMBER

0407005631

BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
AND LANDSCAPE ARCHITECTS
BUSINESS ENTITY REGISTRATION

PROFESSIONS: ENG



DMY ENGINEERING CONSULTANTS INC
45662 TERMINAL DRIVE
SUITE 110
DULLES, VA 20166

Status can be verified at <http://www.dpor.virginia.gov>

James W. DeBorja
James W. DeBorja, Director

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

12-31-2019

NUMBER

0407006236

BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
AND LANDSCAPE ARCHITECTS
BUSINESS ENTITY REGISTRATION

PROFESSIONS: ENG



DULLES GEOTECHNICAL AND MATERIAL TESTING
SERVICES, INC
14119 SULLYFIELD CIR STE H
CHANTILLY, VA 20151



Status can be verified at <http://www.dpor.virginia.gov>

Jay W. DeBoer
Jay W. DeBoer, Director

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

(DETACH HERE)



COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APESCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407006236 EXPIRES: 12-31-2019
PROFESSIONS: ENG
DULLES GEOTECHNICAL AND MATERIAL TESTING SERVICES, INC
14119 SULLYFIELD CIR STE H
CHANTILLY, VA 20151



Status can be verified at <http://www.dpor.virginia.gov>

DPOR-PC (02/2017)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
12-31-2019

NUMBER
0407003076

BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
AND LANDSCAPE ARCHITECTS
BUSINESS ENTITY REGISTRATION

PROFESSIONS: ENG



HALEY & ALDRICH, INC
70 BLANCHARD RD
SUITE 204
BURLINGTON, MA 01803



Status can be verified at <http://www.dpor.virginia.gov>

Jan W. DeBoer
Jan W. DeBoer, Director

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)
(DETACH HERE)



COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR AP/ELSC/DLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407003076 EXPIRES: 12-31-2019
PROFESSIONS: ENG
HALEY & ALDRICH, INC
70 BLANCHARD RD
SUITE 204
BURLINGTON, MA 01803



(FOLD)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON
12-31-2019

NUMBER
0407005614

BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
AND LANDSCAPE ARCHITECTS
BUSINESS ENTITY REGISTRATION

PROFESSIONS: ENG



STRAUGHAN ENVIRONMENTAL INC
10245 OLD COLUMBIA RD
COLUMBIA, MD 21046



Jan W. DeBoer
Jan W. DeBoer, Director

Status can be verified at <http://www.dpor.virginia.gov>

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)
(DETACH HERE)



COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407005614 EXPIRES: 12-31-2019
PROFESSIONS: ENG
STRAUGHAN ENVIRONMENTAL INC
10245 OLD COLUMBIA RD
COLUMBIA, MD 21046



(FOLD)

Status can be verified at <http://www.dpor.virginia.gov>

DPOR-PC (02/2017)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

12-31-2019

NUMBER

0407006626

BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS AND LANDSCAPE ARCHITECTS
BUSINESS ENTITY REGISTRATION

PROFESSIONS: LS



SURVEYING AND MAPPING LLC
4801 SOUTHWEST PARKWAY
BLDG 2, STE 100
AUSTIN, TX 78735



Jan W. DeBoer
Jan W. DeBoer, Director

Status can be verified at <http://www.dpor.virginia.gov>

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DPOR-LIC (02/2017)

(DETACH HERE)



COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION

NUMBER: 0407006626 EXPIRES: 12-31-2019

PROFESSIONS: LS

SURVEYING AND MAPPING LLC
4801 SOUTHWEST PARKWAY
BLDG 2, STE 100
AUSTIN, TX 78735



(FOLD)

Status can be verified at <http://www.dpor.virginia.gov>

DPOR-PC (02/2017)

Commonwealth of Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That FIELDER'S CHOICE ENTERPRISES, INC. is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is July 17, 1987;

That the period of its duration is perpetual; and

That the corporation is in existence and in good standing in the Commonwealth of Virginia as of the date set forth below.

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
January 12, 2012*

Joel H. Peck
Joel H. Peck, Clerk of the Commission



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FIELDER'S CHOICE ENTERPRISES, INC.

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General

SCC ID: 03067113
 Entity Type: Corporation
 Jurisdiction of Formation: VA
 Date of Formation/Registration: 7/17/1987
 Status: Active
 Shares Authorized: 5000

Select an action

- [File a registered agent change](#)
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Principal Office

1020 LINDEN AVE
 CHARLOTTESVILLE VA22902

Registered Agent/Registered Office

GEORGE B MCCALLUM III
 250 EAST HIGH STREET
 CHARLOTTESVILLE VA 22902
 CHARLOTTESVILLE CITY 203
 Status: Active
 Effective Date: 4/23/2003

Screen ID: e1000

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Build #: 1.0.0.29601

Commonwealth OF Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That PRIME AE GROUP, INC., a corporation incorporated under the law of Maryland, is authorized to transact business in the Commonwealth of Virginia;

That it obtained a certificate of authority to transact business in Virginia from the Commission on January 11, 2010; and

That the corporation is in good standing in the Commonwealth of Virginia as of the date set forth below.

Nothing more is hereby certified.



Signed and Sealed at Richmond on this Date:

September 6, 2017

Joel H. Peck

Joel H. Peck, Clerk of the Commission



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PRIME AE GROUP, INC.

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Business Entity Search
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Business Entities
UCC or Tax Liens
Court Services
Additional Services

General

SCC ID: F1812371
 Entity Type: Foreign Corporation
 Jurisdiction of Formation: MD
 Date of Formation/Registration: 1/11/2010
 Status: Active
 Shares Authorized: 500000

Select an action

- [File a registered agent change](#)
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Principal Office

8415 PULSAR PLACE SUITE 300
 COLUMBUS OH43240

[New Search](#) [Home](#)

Registered Agent/Registered Office

MARKUS HENNEKE
 3975 FAIR RIDGE DRIVE
 SUITE 455N
 FAIRFAX VA 22033
 FAIRFAX CITY (FILED IN FAIRFAX COUNTY)
 303
 Status: Active
 Effective Date: 11/15/2016

Screen ID: e1000

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Build #: 1.0.0.29601

**COMMONWEALTH OF VIRGINIA
STATE CORPORATION COMMISSION**

AT RICHMOND, OCTOBER 26, 2010

The State Corporation Commission has found the accompanying articles submitted on behalf of

CES Consulting, LLC
(formerly known as Construction Engineering & Scheduling Consulting
Engineers, PLC)

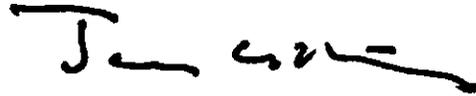
to comply with the requirements of law, and confirms payment of all required fees. Therefore, it
is ORDERED that this

CERTIFICATE OF AMENDMENT

be issued and admitted to record with the articles of amendment in the Office of the Clerk of the
Commission, effective October 26, 2010.

STATE CORPORATION COMMISSION

By

A handwritten signature in black ink, appearing to read "James C. Dimitri", written over a horizontal line.

James C. Dimitri
Commissioner

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, October 14, 2010

This is to certify that the certificate of organization of

**Construction Engineering & Scheduling Consulting
Engineers, PLC**

*was this day issued and admitted to record in this office and that
the said limited liability company is authorized to transact its
business subject to all Virginia laws applicable to the company
and its business. Effective date: October 14, 2010*



State Corporation Commission

Attest:

Joel H. Beck
Clerk of the Commission



COMMONWEALTH OF VIRGINIA
STATE CORPORATION COMMISSION

Office of the Clerk

October 18, 2016

AVTAR SINGH
6773 LEOPOLDS TRAIL
HAYMARKET, VA 20169

RECEIPT

RE: CES Consulting, LLC

ID: S341600-7

DCN: 1610186168

Dear Customer:

This is your acknowledgement for filing a statement of change of principal office address for a limited liability company with this office.

The effective date of the change is October 18, 2016.

Thank you for contacting our office. If you have any questions, please call (804) 371-9733 or toll-free in Virginia, (866) 722-2551.

Sincerely,

Joel H. Peck
Clerk of the Commission

RECEIPTLC
CISECOM



**COMMONWEALTH OF VIRGINIA
STATE CORPORATION COMMISSION**

**LLC-1018.1
(04/10)**

**STATEMENT OF CHANGE OF THE PRINCIPAL OFFICE ADDRESS
OF A LIMITED LIABILITY COMPANY**

1. Limited Liability Company's Name:

SCC ID #: S341600-7

CES CONSULTING, LLC

2. Current principal office address on record:

**13991 VIRGINIA CEDAR COURT
GAINESVILLE, VA 20155**

3. The limited liability company's principal office address, including the street and number, is changed to:

**23475 ROCK HAVEN WAY
SUITE 255
DULLES, VA 20166**

Executed in the name of the limited liability company by:

Signed on October 18, 2016, on behalf of CES Consulting, LLC

By: Avtar Singh, Member

/s/ Avtar Singh

The statement must be executed in the name of the limited liability company by any manager or other person who has been delegated the right and power to manage the business and affairs of the limited liability company, or if no manager or such other person has been selected, by any member of the limited liability company.

Commonwealth OF Virginia



State Corporation Commission

CERTIFICATE OF FACT

I Certify the Following from the Records of the Commission:

That CES Consulting, LLC is duly organized as a limited liability company under the law of the Commonwealth of Virginia;

That the date of its organization is October 14, 2010; and

That the limited liability company is in existence in the Commonwealth of Virginia as of the date set forth below.

Nothing more is hereby certified.

Signed and Sealed at Richmond on this Date:

January 5, 2018

A handwritten signature in cursive script that reads "Joel H. Peck".

Joel H. Peck, Clerk of the Commission



Commonwealth OF Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That DMY ENGINEERING CONSULTANTS INC. is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is September 6, 2013;

That the period of its duration is perpetual; and

That the corporation is in existence and in good standing in the Commonwealth of Virginia as of the date set forth below.

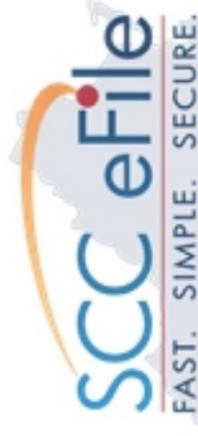
Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
October 23, 2017*

Joel H. Peck

Joel H. Peck, Clerk of the Commission



DMY ENGINEERING CONSULTANTS INC.

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New Search

Home

General

SCC ID: 07688955
 Entity Type: Corporation
 Jurisdiction of Formation: VA
 Date of Formation/Registration: 9/6/2013
 Status: Active
 Shares Authorized: 10000

Principal Office

Registered Agent/Registered Office

WEIYI MA
 45662 TERMINAL DRIVE
 SUITE 110
 DULLES VA 20166
 LOUDOUN COUNTY 153
 Status: Active
 Effective Date: 9/6/2013

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, November 26, 2012

This is to certify that the certificate of incorporation of

Dulles Geotechnical and Material Testing Services, Inc.

was this day issued and admitted to record in this office and that the said corporation is authorized to transact its business subject to all Virginia laws applicable to the corporation and its business. Effective date: November 26, 2012



State Corporation Commission

Attest:

Joel H. Beck
Clerk of the Commission

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, October 24, 1991

This is to certify that a certificate of authority to transact business in Virginia was this day issued and admitted to record in this office for

HALEY & ALDRICH, INC.

a corporation organized under the laws of MASSACHUSETTS and that the said corporation is authorized to transact business in Virginia, subject to all Virginia laws applicable to the corporation and its business.



State Corporation Commission

Attest:

William J. Bridge

F108818-0

Clerk of the Commission

Commonwealth OF Virginia



State Corporation Commission

CERTIFICATE OF FACT

I Certify the Following from the Records of the Commission:

That O.R. COLAN ASSOCIATES, LLC, a limited liability company organized under the law of Florida, obtained a certificate of registration to transact business in Virginia from the Commission on May 9, 2016; and

That it is registered to transact business in the Commonwealth of Virginia as of the date set forth below.

Nothing more is hereby certified.

Signed and Sealed at Richmond on this Date:

June 3, 2016

A handwritten signature in cursive script that reads "Joel H. Peck".

Joel H. Peck, Clerk of the Commission



Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, March 21, 2014

*This certificate of registration to transact business in Virginia is
this day issued for*

Surveying And Mapping, LLC

*a limited liability company organized under the laws of TEXAS
and the said company is authorized to transact business in
Virginia, subject to all Virginia laws applicable to the company
and its business.*



State Corporation Commission

Attest:

Joel H. Peck
Clerk of the Commission

Commonwealth of Virginia

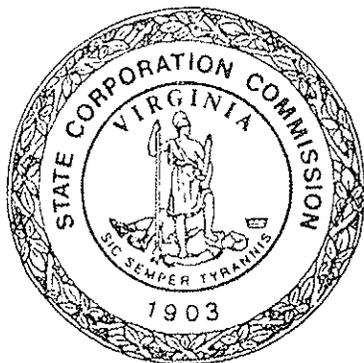


STATE CORPORATION COMMISSION

Richmond, March 4, 1935

This is to Certify that the certificate of incorporation of
HAMBRIGHT, CALCAGNO & DOWNING, INC.

*was this day issued and admitted to record in this office
and that the said corporation is authorized to transact its
business subject to all the laws of the State applicable to the
corporation and its business.*



State Corporation Commission

George W. Bennett,
Clerk of the Commission

**ARTICLES OF AMENDMENT
FOR THE ARTICLES OF INCORPORATION OF
HAMBRIGHT, CALCAGNO & DOWNING, INC.**

I.

The name of the corporation is Hambright, Calcagno & Downing, Inc.

II.

The Amendment adopted is to change Article I of the Articles of Incorporation to change the corporation's name such that Article I, as amended, will read that: The name of the corporation is Seventh Point, Inc.

III.

The foregoing amendment was adopted on January 24, 2008.

IV.

The amendment was adopted by the unanimous consent of the shareholders and directors.

V.

This Certificate of Amendment shall become effective at the time such Certificate is issued by the State Corporation Commission.

The undersigned President declares that the facts herein stated are true as of the 24th day of January, 2008.

HAMBRIGHT, CALCAGNO & DOWNING, INC.

By: _____

Christopher A. Calcagno, President

COMMONWEALTH OF VIRGINIA
STATE CORPORATION COMMISSION

AT RICHMOND, FEBRUARY 1, 2008

The State Corporation Commission has found the accompanying articles submitted on behalf of
Seventh Point, Inc. (formerly HAMBRIGHT, CALCAGNO & DOWNING,
INC.)

to comply with the requirements of law, and confirms payment of all required fees. Therefore, it
is ORDERED that this

CERTIFICATE OF AMENDMENT

be issued and admitted to record with the articles of amendment in the Office of the Clerk of the
Commission, effective February 1, 2008.

The corporation is granted the authority conferred on it by law in accordance with the articles,
subject to the conditions and restrictions imposed by law.

STATE CORPORATION COMMISSION

By

Handwritten signature of Mark L. Christie in black ink.

Commissioner

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, May 23, 1997

This is to certify that a certificate of authority to transact business in Virginia was this day issued and admitted to record in this office for

STRAUGHAN ENVIRONMENTAL SERVICES, INC.

a corporation organized under the laws of MARYLAND
and that the said corporation is authorized to transact business in Virginia, subject to all Virginia laws applicable to the corporation and its business.



State Corporation Commission

Attest:

William J. Bridge

Clerk of the Commission

3.3.1 Key Personnel Resumes



ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: James “Matt” Holcomb, PE, DBIA President
b. Project Assignment: Design-Build Project Manager
c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part Time) : Fielder’s Choice Enterprise, Inc. – Full time
d. Employment History: With this Firm 3 Years With Other Firms 28 Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): 1. President, Fielder’s Choice Enterprises, Inc., Charlottesville, VA/Vice President, Wagner Excavation, Waynesboro, VA, two of the Caton Companies (2014-present) <ul style="list-style-type: none">▪ Responsible for overseeing the daily operations of all aspects of the company including estimating, project management, and resource management.▪ Lead for alternative contracting efforts, including Best Value, Design Build, and others.▪ Supervisory engineer for in-house engineers (3 Professional Engineers, 2 EITs)▪ Responsible charge of implementing new cost control plans and systems.▪ Authority to negotiate and settle contract claims and disputes.▪ Designated individual for Virginia Class “A” Contractors License. 2. Vice President, Construction, Ross Contracting, Mt Airy, MD (2007-2014) <ul style="list-style-type: none">▪ Responsible for construction, cost control, and estimating, with company growing by 25% in annual volume during recession time period.▪ Accountable for project cost and time performance, instituted production based estimating systems.▪ Annual volume of organization \$35M/yr▪ Responsible for contract formation and interpretation within company. Supervised staff responsible for implementation of contract, authority to negotiate and settle contract issues.▪ Wrote and implemented standard company contract agreements and contract formation systems.▪ Reviewed and implemented cost control and cost reporting features, including HeavyJob cost management system. Modified company accounting and cost accounting methods to promote job costing system.▪ Designed purchase order system for company as part of job cost system development.▪ Primary point of contact for media. Featured as an expert on construction program funding on national news show.▪ Designated individual for Virginia Class “A” Contractor License. 3. General Manager, Metro Earthworks, Lorton, VA (2005-2006) <ul style="list-style-type: none">▪ Responsible for site development, site redevelopment projects throughout the Metro DC area.▪ Primarily responsible for \$56M site redevelopment project for privatization of family housing, Fort Belvoir, VA▪ Supervised staff of five project managers, four superintendents▪ Personally managed brownfields site redevelopment project dealing with heavy metal contamination 4. Operations Manager, F.O. Day Co, Rockville, MD (1999-2005) <ul style="list-style-type: none">▪ Responsible for daily management Highway/Heavy division▪ Supervised staff of five project managers, multiple superintendents, responsible for negotiation of changes, identification of engineering and production solutions.▪ Projects included roadway, residential development, large commercial development, and structural concrete. Projects ranged from \$100K to \$35M.▪ Responsible for bridge construction division, bridge projects up to \$23M. Projects consisted of multiple phase projects under traffic to highly volatile river crossings.▪ Designed unique shoring systems for temporary support of excavations, temporary support of utilities crossing bridge.▪ Clients included Maryland SHA, Mills Corporation, Simon Properties Group, Montgomery County, and various smaller clients

- Submitted numerous Value Engineering Change proposals subsequently adopted by clients, ranging up to \$500,000.
- Responsible for time and cost performance, contract management, estimating of changes, and management of multiple subcontractors
- Developed comprehensive contract cost management system using stand-alone change and production management software.

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
Florida Institute of Technology, FL/MBA/1993
University of Florida, FL/Master of Engineering/1990
US Naval Academy/BS/1986/Chemistry

f. Active Registration: Year First Registered/ Discipline/VA Registration #:
0402023970/1993/Reg Prof Eng/VA; 43395/Reg Prof Eng/MD

- g. Document the extent and depth of your experience and qualifications relevant to the Project.
1. *Note your role, responsibility, and specific job duties for each project, not those of the firm.*
 2. *Note whether experience is with current firm or with other firm.*
 3. *Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.*

(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)

1. VDOT Project G70, Charlottesville VA

Firm: Fielder's Choice Enterprises, LLC
 2014-2015

Responsibilities: Vice President Operations responsible for estimating for project and project execution, supervised project staff. Interfaced with senior VDOT Personnel for issue resolution. Reviewed Value Engineering proposals, and responsible for overall project resource assignment. Project involved a very high traffic area within the City of Charlottesville, where through traffic transitioned from US 29 to US 250 bypass. In addition, area involves surge traffic due to football games and events at the University of Virginia. Significant value engineering approved for soundwall foundation, which significantly reduced time required for wall to reach full settlement. Direct supervisor of constructing team proposed for this project.

2. City of Frederick FY 2006 Waterline Repairs, Frederick, MD

Firm: Ross Contracting, Inc
 2007-2008

Responsibilities: Design-Build Manager for design-build to identify, design, and construct water utility upgrades for the City of Frederick, MD. In addition to waterline, coordination included relocation and improvement of various utilities including electric, communication, and storm water. Responsible for all aspects of the project, including design, construction, and cost responsibility. Due to the nature of the project with the average age of the facilities, project involved significant onsite investigation and extensive research into existing utility locations and unknown subsurface conditions. Project locations varied, with the majority of the work located within the commuter corridor of MD 355 in an aging urban area, presenting maintenance of traffic, mitigation of noise, and coordination with local stakeholders as significant coordination issues.

3. Democracy Blvd/Westlake Terrace/HOV Bridge, Bethesda, MD

Firm: F.O. Day Co, Inc
 2004-2007

Responsibilities: Operations manager/project executive for a \$26M bridge replacement, addition, and new construction in the Democracy Blvd/I-270 interchange reconstruction. Responsible for project execution, value engineering, schedule, and hazard mitigation. Project included replacement in three phases of Democracy Blvd bridge, maintaining traffic, construction of a new HOV bridge using AISC rolled sections in lieu of fabricated plate girders, and widening of the existing Westlake Terrace bridge to accommodate traffic from the HOV bridge exiting and entering I-270 below. Designed temporary shoring system for preservation of existing utilities under bridge, supervised design and mitigation of subsurface geotechnical issues using micropile design under Westlake Terrace bridge, designed value engineering wall replacement to address unforeseen geotechnical conditions and preserve ESA adjacent to stream. High traffic counts due to urban arterial next to a major mall and in highly congested rush hour traffic presented a significant challenge to operations.

* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.

h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.

James 'Matt' Holcomb, PE, DBIA (FCE) will be the Design Build Project Manager for the VDOT Route 7 and Battlefield Parkway Interchange Project and will be located onsite.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Avtar Singh, PE, PMP, CCM, DBIA President
b. Project Assignment: Quality Assurance Manager
c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part Time) : CES Consulting LLC – Full Time
d. Employment History: With this Firm <u>7</u> Years With Other Firms <u>16</u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): CES-Consulting, Inc., President and Senior Project Manager (2010-Present) <ul style="list-style-type: none">▪ Mr. Singh is responsible for the overall management of the firm. This is done by ensuring that all administrative and management employees are carrying out their assigned duties related to accounting, payroll, invoicing, benefits administration, field employee management, fleet services, and other ancillary administrative duties. Provides oversight of these items to help ensure that the company is running smoothly and issues are handled and addressed promptly Virginia Department of Transportation (VDOT), Area Construction Engineer (2005-2010) <ul style="list-style-type: none">▪ For 6 years, Mr. Singh served as the Area Construction Engineer for VDOT in the Northern Virginia District. As the ACE, he was the responsible charge engineer for over 28 projects with a cumulative construction value of over \$230 million. He was responsible for providing construction management expertise, managing and mentoring construction managers and inspectors, providing schedule analysis and claims reviews, providing technical expertise for field and design issues on ongoing projects and upcoming planned projects. He was also responsible for public outreach through seminars, speaking engagements with the public and various political representatives. As part of his duties, he ensured that all VDOT project startup, execution and closeout processes were followed and ensured that all work was done in compliance with VDOT and FHWA standards. NXL Construction Services, Project Engineer/Construction Manager/Senior Inspector (2000-2004) <ul style="list-style-type: none">▪ For 5 years Mr. Singh served as a senior inspector/construction manager/project engineer on corridor improvements projects along Route 123 and 234 and other major projects.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Master’s Certificate in Project Management/2007; M.Sc. Civil Engineering/Queens University, Canada/1994; B. Sc., Civil Engineering/Queens University, Canada/1992
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2001/Reg Prof Eng/VA # 0402 035 169
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none">1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firm.</i>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> <p>(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)</p>

1. Route 29 Design-Build Team, Charlottesville, VA

Firm: CES Consulting LLC
2015-2017

Responsibilities: As the **Quality Assurance Inspection Manager (QAM)** for this Design-Build project valued at around \$150 Million. Mr. Singh managed the Quality Assurance Inspection effort, including the QA inspection team, for all three major phases including the Route 29/Route 250 Intersection, the Rio Road Intersection, and the Route 29 widening. Mr. Singh was on-site full time, provided on-site leadership for the project, and worked closely with all of the project stakeholders to assure all construction components were built to the specifications. A major highlight of the project was that the team was able to complete the complicated and critical Rio Road Bridge 51 days ahead of schedule and have it opened to traffic. He was also responsible for ensuring successful execution of the project QMP and ensured quick closeout of project.

Relevance to Route 7 and Battlefield Parkway Interchange Project: *Design-Build; Quality Assurance; Roadway; Utility Relocation; MOT; Traffic Signals/Lighting; Drainage and Sewer Construction*

2. I-95 Shoulder Widening, Prince William County, VA

Firm: CES Consulting LLC
2013-2015

Responsibilities: Construction Manager. Supporting the NOVA District construction program as a consultant solely responsible to manage the entire construction operations of the contractor on this important shoulder widening project on NB & SB I95 within the boundaries of Prince William County. His role is to manage a CEI staff of over 10 managers/inspectors; serve as technical source for field and design issues, such as reviewing RFI's and forwarding to the appropriate designer of record for speedy review and approval; review and negotiate change orders to build new bridges and work with design engineers to expedite design; coordinate with the I95 express lane contractor to ensure that there smooth transition and understanding on MOT issues along the I95 corridor; schedule analysis and review, and final project closeout.

Relevance to Route 7 and Battlefield Parkway Interchange Project: *Roadway; MOT; Bridge; Lighting; Management of CEI*

3. Linton Hall and Route 29 Advance Detour, Gainesville, VA

Firm: CES Consulting LLC
2009-2010

Responsibilities: Responsible Charge Engineer. Leading the Value Engineering Package effort getting the project advertised one year earlier than planned thereby allocating utility and subsurface risk to smaller value project compared to the \$124 million parent project; after award of project and discovery of two major quantity omissions (500k waterline and 500k CTA), proposed to the designers to allow use of lime stabilization to eliminate CTA omission and shift waterline construction with agreement from PWCSA without affecting either project's schedule; responsible for management of 20 person inspection team, serve as technical source for field/design issues; participate in partnering and construction meetings contractor and serve as point person for resolving claims and NOIs.

Relevance to Route 7 and Battlefield Parkway Interchange Project: *Roadway; Utility Relocation; Management of CEI and Final Closeout*

* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.

h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.

None

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Todd Bergstrom, PE Vice President National Design-Build Operations
b. Project Assignment: Design Manager
c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part Time) : PRIME AE Group, Inc. – Full time
d. Employment History: With this Firm <u>2</u> Years With Other Firms <u>32</u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): 1. PRIME AE Group, Inc., Vice President, National Design-Build Operations (2016-present) <ul style="list-style-type: none">▪ As a “seller-doer” Mr. Bergstrom is responsible for PRIME’s National Design-Build Operations as well as serving as the Design Project Manager for major Design-Build projects. His 30 years of experience in design and management of bridge and highway projects includes a focus for nearly 20 years in design-build projects. 2. AECOM (Formerly URS), Vice President, Transportation Design-Build Services, Eastern-Midwest Area (2008-2016) <ul style="list-style-type: none">▪ Seller-doer for Design-Build projects▪ Coordinating and building design build teams with local, regional, and national contractors▪ Negotiating and securing Teaming Agreements and Design-Build Design Services Subcontracts▪ Attending and participating with local, regional and national conferences including the DBIA Design-Build in Transportation Conference▪ Coordinating with marketing group to develop Design-Build brochures and project profile sheets▪ Collaborating with other AECOM offices to develop the necessary design-build culture and to identify the engineering expertise▪ Meeting with all Department of Transportation officials to gain a full understanding of current and upcoming projects, expectations and their project goals▪ Serving as Capture Manager for Design-Build pursuits▪ Serving as Design Manager for key Design-Build projects▪ Providing executive project design performance oversight on Design-Build projects▪ Preparing the Statements of Qualifications, Technical, and Cost Proposals 3. C&S Engineers, Regional Transportation Services, Regional Manager (2002-2008) <ul style="list-style-type: none">▪ Mr. Bergstrom served as the Regional Transportation Manager for C&S Engineer’s Ohio office. His responsibilities included business development along with the oversight and management for all phases of Transportation Design projects, both traditional Design-bid-Build and Design-Build. He also served as Project Manager for several Bridge and Highway projects
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: University of Akron, Akron, Ohio/BS/1984/Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2016/Reg Prof Eng/VA/0402056792; 1989/Reg Prof Eng/OH/PE.53236; 1999/Reg Prof Eng/WV/14079; 2015/Reg Prof Eng/MI/PE.074320; 2015/Reg Prof Eng/KY/31375; 2016/Reg Prof Eng/IN/PE.11600046; 2016/Reg Prof Eng/IL/PE.062068188
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none">1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firm.</i>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)

1. CCG2 – George Voinovich Bridge Eastbound Design-Build, ODOT District 12, Cleveland, OH

Firm: AECOM

2013-2016 (*Design completed and substantial construction completion*)

Responsibilities: Served as the **Design-Build Design Manager** responsible for the entire design services for the \$273 million design-build project consisting of constructing a new five-lane interstate I-90 Eastbound Innerbelt bridge in downtown Cleveland. Project included the design and construction of a new 3,900-foot eastbound viaduct signature structure that spans over the Cuyahoga River and Cleveland's industrial area; the design and construction of seven new mainline approach structures; and the reconstruction of two additional structures, all along the new I-90 alignment. In addition to the I-90 bridge construction, CCG2 included three urban interchange reconstructions, reconstruction of several local city streets, retaining walls, landscaping, new traffic signals, drainage facilities, utility coordination and relocation, walls, traffic control, lighting, and aesthetic enhancements. This project required a complex multi-phasing maintenance of traffic plan for over 70,000 vehicles per day. Mr. Bergstrom reported directly to the contracting JV's (Trumbull-Great Lakes-Ruhlin, a joint venture) Design-Build Project Manager and was responsible for managing all design engineering services.

Relevance to Route 7 and Battlefield Parkway Interchange Project: *Design-Build; Urban Interchange Design; Bridge Design; Utility Coordination/Relocation; Lighting; Vehicular Maintenance of Traffic for multiple traffic stages; Intersection Design; Landscaping; Storm Water Pollution Prevention Design; Multi-Agency Coordination; Community Outreach program; project partnering program.*

2. DEL-71-11.50 Design-Build (ODOT District 6)

Firm: AECOM

2012-2013 (*Design and Construction*)

Responsibilities: Served as the **Design-Build Design Project Manager** for a \$50 million major roadway third lane widening and reconstruction. This project includes 8.9 miles of roadway/widening reconstruction and the construction of a mainline structure, both left and right. Construction was accomplished while maintaining two lanes of traffic in each direction. Mr. Bergstrom reported directly to the contractor's DB PM and was responsible for managing all design engineering services.

Relevance to Route 7 and Battlefield Parkway Interchange Project: *Design-Build; Bridge Design; Vehicular Maintenance of Traffic; Storm Water Pollution Prevention Design; Multi-Agency Coordination; Chemical stabilization of subgrade; project partnering program.*

3. ODOT District 7, MOT-70-10.79 Design-Build

Firm: AECOM

2014-2016

Responsibilities: Served as the **Project Principal** for a \$55M third lane addition along I-70 in the City of Englewood, Ohio, near Dayton, Ohio. Work included the widening and reconstruction of four miles of I-70, construction of four new mainline bridges, complete interchange reconstruction with SR48 and improvements to SR 48. The major project challenges were the extensive utility relocations along S.R. 48, complex MOT schemes, and intensive third-party coordination with the City of Englewood and public/private utility owners. This successful project was completed in summer 2016, ahead of schedule. Mr. Bergstrom provided executive oversight for the project working directly with the design project manager.

Relevance to Route 7 and Battlefield Parkway Interchange Project: *Design-Build; Urban Interstate; Interchange Design; Utility Relocation; Lighting; Aesthetics; Multi-Use Path; Vehicular/Pedestrian MOT; Intersection Design; Storm Water Pollution Prevention Design; Multi-Agency Coordination; project partnering program.*

* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.

h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.

Not applicable for this project

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Timothy Wade Senior Superintendent
b. Project Assignment: Construction Manager
c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part Time) : Fielder's Choice Enterprise, Inc. – Full time
d. Employment History: With this Firm 8 Years With Other Firms 23 Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): 1. Fielder's Choice Enterprises, Inc., Senior Superintendent (2009- Present) <ul style="list-style-type: none">▪ Onsite superintendent for complex single projects and advising of superintendents on multiple smaller projects. Provide a safe work environment, assuring all employees receive training and equipment per the company safety plan. Development of subordinate superintendents and foreman in regard to plans, specifications, and production. Assure company policies are understood and followed by all employees. Communicate with company management to provide proper project staffing and equipment to meet schedule and budget. 2. American Infrastructure, Superintendent (02/2009- 09/2009) <ul style="list-style-type: none">▪ Responsible for daily job assignments for multiple crews. Responsible for safe operations while maintaining control of safety and job cost. Provide information for manpower and equipment needs to Project Manager and General Superintendent. Met daily with owner's representative to achieve completion of segments of work by phase. Schedule of subcontractors and QA/QC inspections for all work. 3. General Excavation Superintendent (03/2008-09/2008) <ul style="list-style-type: none">▪ Responsible person for control of multiple company crews regarding safety, materials acquisition, and daily field operations. Coordination with railway flagger to allow safe operations within the limits of an active rail. Met with railway engineer's regarding schedule, project changes, and construction per their specifications. Maintaining of subcontractor and company schedule and cost controls. Training officer for Railway Flagger certification. 4. Pinnacle Design Build Group Inc. Regional Manager (09/2005-03/2008) <ul style="list-style-type: none">▪ Directed sales, bidding, and construction of Design-Build retaining structures over a 10-state region. Plan review for design and value engineering opportunities. Marketing and planning for the region acting as an Independent business unit. Training of foreman and crew leaders to company rules and quality requirements. 5. Faulconer Construction Co. Superintendent (05/2000-08/2005) <ul style="list-style-type: none">▪ In charge of multiple smaller projects and various large-scale road and site projects. Direct control of day to operations of subcontractor and company crews for safety, planning work, materials acquisition, and production and cost.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Blue Ridge Community College, Weyers Cave, VA/1987/VDOT Construction Various courses: survey, plan reading
f. Active Registration: Year First Registered/ Discipline/VA Registration #: VDEQ Responsible Land Disturber Cert # RLD 8300 Expires 12/7/2020 VDOT Erosion and Sediment Control Contractor Certification #1-04442 Expires 3/13/2020
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none">1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firm.</i>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)

1. Hillsdale Drive Extension, City of Charlottesville, VA (\$12.0M)

Firm: Fielder's Choice Enterprises

June 2016-Present

Responsibilities: Senior Superintendent. Supervision of all field operations for the firm and subcontractors. Directed multiple subordinate superintendents and foreman to assure safe completion of project tasks. Review manpower, equipment and materials cost regarding schedule and budget. Verify materials and workmanship conform to the plans and specifications. Daily communication with owner's representative regarding work planning and conflict resolution. Provide plan for traffic operations and notification to the city and VDOT for alerts to the traveling public. Met with property owners to explain plan details and planned operations. Utility coordination for planned project relocations and field adjustments for work associated with existing utilities. Setting and maintaining the project baseline schedule in association with the firm's project manager.

2. Midtown Connector, City of Lynchburg, VA (\$17.1M)

Firm: Fielder's Choice Enterprises

May 2012- November 2016

Responsibilities: Senior Superintendent. Responsible for all company and subcontractor planning for daily operations. Daily coordination with owner's representative and engineer's regarding plan activities and specification requirements. Provided insight regarding utility relocation, conflict resolution, and ultimate plan changes. Completion of submittals and RFI's in association with the firm's project manager. Tracking of schedule and providing updates to the project CPM. Coordinate traffic changes with the City of Lynchburg, to advise the traveling public of numerous changes to intersections and street connections.

3. Westchester Commons Midlothian, VA (\$50M)

Firm: American Infrastructure (Allan Myers)

February 2009- September 2009

Responsibilities: Superintendent. Responsible for daily job plans to allow crews to perform work safely and productively. Completion and review of Job Safety Analysis to verify crews were prepared to safely perform daily goals. Project was a fast track schedule which required daily communication with the owner's representative, VDOT/County officials and general contractors constructing infrastructure on site. Provided updates to owner's representative to meet goals for access to roads and building sites. Close out of multiple roundabouts, interstate ramps, and signals constructed under a VDOT Land use permit. Oversight of all stormwater requirements and the commissioning of on and offsite BPM's.

* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.

4. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.
 - Hillsdale Drive Extension, City of Charlottesville, VA, Senior Superintendent, final completion February 2018.
 - Luck's Lane Widening, County of Chesterfield, VA, Senior Superintendent, completion planned August 2019.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Sean Weingartner <i>Senior Utility Coordinator/Senior Project Manager</i>
b. Project Assignment: Lead Utility Coordination Manager
c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part Time) : Survey and Mapping, LLC (SAM) – Full time
d. Employment History: With this Firm <u>7</u> Years With Other Firms <u>14</u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): 1. Survey and Mapping, LLC (SAM), Senior Utility Coordinator/Senior Project Manager (2011-Present) <ul style="list-style-type: none">▪ Responsible for managing utility coordination meetings, performing utility conflict analysis, providing and reviewing utility design plans, and coordinating between utility owners. Experience with all phases of utility coordination. 2. Cardno TBE, Senior Utility Coordinator (2006-2011) <ul style="list-style-type: none">▪ Responsible for communications, conflict resolution and agreement processing with utility companies on a number of projects, acting as the liaison between TxDOT or Developer and the utility. Extensive experience with TxDOT's Joint Use Acknowledgement process for reimbursable, non-reimbursable and toll projects. Provide utility construction inspection on highway construction projects. Experienced with large-scale utility relocations. 3. Virginia Department of Transportation, District Utilities Engineer (2004-2006) <ul style="list-style-type: none">▪ Responsible for all utility relocations in the Hampton Roads District which included 10 cities and 9 counties. Worked with private and public utility companies on a daily basis to ensure proper utility relocations on VDOT projects. Worked with VDOT and contract designers to minimize utility relocations when possible, and to schedule and conduct utility field inspection meetings and subsequent utility meetings as necessary. Supervised and performed quarterly evaluations on 3 – 8 employees. 4. Virginia Department of Transportation, Assistant District Utilities Engineer (1997-2004) <ul style="list-style-type: none">▪ Assisted the District Utilities Engineer in the daily management of all utility relocations within VDOT's Hampton Roads District.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: George Washington University in conjunction with Project Management International (PMI) – Washington, D.C./Associates Certificate/2006/Project Management
f. Active Registration: Year First Registered/ Discipline/VA Registration #: N/A
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none">1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firm.</i>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.) 1. Utility Coordination, MoPac Expressway from Cesar Chavez to Parmer Lane , Austin, Texas Firm: Surveying and Mapping, LLC 2014-2016 Responsibilities: Utility Design Manager responsible for all utility relocation design packages, which included coordination with internal/external utility designers, railroad, all affected utility owners, and the client to ensure that all proposed utility relocations met project, state, and federal requirements. Relevance to Route 7 and Battlefield Parkway Interchange Project: <i>Utility Coordination</i>

2. Utility Coordination, Laskin Road, Hampton Roads District, Virginia Beach, Virginia

Firm: Virginia Department of Transportation
2004-2006

Responsibilities: **District Utilities Engineer** who supported the consultant designer and suggested using specially designed drainage inlets to save about a mile of concrete encased telephone duct bank system. Relocation of this duct system would have added a year's worth of work to the relocation schedule and escalated the utility company's cost by over \$1 million. The cost of redesigning the drainage outweighed the cost of additional schedule time, potential work orders, and field changes.

Relevance to Route 7 and Battlefield Parkway Interchange Project: Utility Coordination

3. Utility Relocation, Lynnhaven Parkway, Hampton Roads District, Virginia Beach, Virginia

Firm: Virginia Department of Transportation
2003-2005

Responsibilities: **Assistant District Utilities Engineer** responsible for coordinating utility relocations prior to roadway construction on an urban project that was converted completely from overhead to underground prior to construction. The project also had a small corridor between residential housing and a proposed bridge in which special care needed to be taken for a directional drill installation of gas, power, and telephone lines. Each company was directed to relocate to a certain depth with their facilities to safely maintain horizontal clearance between the bridge and the building and to maintain a safe and constructible work area for the proposed bridge.

Relevance to Route 7 and Battlefield Parkway Interchange Project: Utility Coordination; Urban Environment

* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.

h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.

N/A

3.4.1 Work History Forms



ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: VDOT Project Designation G70 – Route 29 / Route 250 Location: Charlottesville, VA	Name: Virginia Department of Transportation	Name of Client/ Owner: Virginia Department of Transportation Phone: 800.663.4188 Project Manager: Maurice McKenzie Phone: 434.293.0011 Email: maurice.mckenzie@vdot.virginia.gov	08/2016	08/2016	\$11,121	\$12,088	\$12,088

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. The Work History Form shall include only one singular project. Projects with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.

Project Description:

Fielder's Choice Enterprises (FCE), Inc. has proven its credentials and qualifications with this project – as it relates to the VDOT Route 7 and Battlefield Parkway Interchange SOQ – due to our successful management and completion of the engagement that included, but was not limited to, the construction of a mechanically stabilized earth (MSE) retaining wall for new ramps at a busy interchange with multi-phased maintenance of traffic (MOT) and signalization; and the relocation of utilities (gas, electricity, water and sewer) as well as communications (fiberoptic lines). **The incremental increase in the overall budget of this project was in response to and approval of additional service requests by the customer. Therefore, this project was completed on time, within budget, and to all quality, safety and service levels.**

VDOT Project Designation G70 – This project is part of the Route 29 Solutions Project consisting of Route 29/Route 250 interchange that improved the entrance ramp from Route 29 south onto the Route 250 Bypass by adding an additional lane on the ramp and an associated merge lane on Route 250 westbound to the Barracks Road exit. An additional southbound lane to Route 29 was added by widening the median from just south of Hydraulic Road to the Route 250 Bypass interchange. The improvements reduced congestion and improved safety and improved traffic flow from Route 29 onto the Route 250 Bypass, as well as the movement of traffic continuing south on Route 29 (Emmet Street) into the city. Also, included in this project was construction of a new sidewalk between Morton Drive and Angus Road. The sidewalk is located in the Route 29 median, which provides the safest route for pedestrians to use when traveling from one side of the interchange to the other. The new sidewalk connected with an existing pedestrian crossings and sidewalks at Angus Road and Morton Drive. The project was located in close proximity to The University of Virginia and student housing, so extra attention and care to pedestrian safety and traffic flow was taken during construction. A variety of underground utility installations as well as relocates were installed along highly traveled areas on Route 29 and Route 250. New traffic signals were installed to improve the flow of traffic and pedestrian travel. In addition, a sound barrier wall was constructed adjacent to Route 250 W beside Best Buy that spans in close proximity to the exit ramp of Route 250 W to Barracks Road, decreasing the traffic noise for the houses that face Route 250 W.



Key Features

- ✓ **Enhanced traffic design**
- ✓ **Heightened pedestrian safety practices in close proximity to the University of Virginia**
- ✓ **Installation of sound walls**
- ✓ **Relocation and abandonment of existing underground utilities**
- ✓ **Complex installation of new waterline, sewer, and storm drain under heavy traffic**

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: Hillsdale Drive Extension Location: Charlottesville, VA	Name: City of Charlottesville	Name of Client/ Owner: City of Charlottesville (LAP project) Phone: 434.970.3309 Project Manager: Jeanette Janiczek Phone: 434.970.3309 Email: janiczek@charlottesville.org	10/2016	10/2016	\$11,500	\$11,800	\$11,800

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. The Work History Form shall include only one singular project. Projects with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.

Project Description:

Fielder's Choice Enterprises (FCE), Inc. has proven its credentials and qualifications with this project – as it relates to the VDOT Route 7 and Battlefield Parkway Interchange SOQ – due to our successful management and completion of the engagement that included, but was not limited to, the construction of a mechanically stabilized earth (MSE) retaining wall for new ramps at a busy interchange with multi-phased maintenance of traffic (MOT) and signalization; and the relocation of utilities (gas, electricity, water and sewer) as well as communications (fiberoptic lines). **The incremental increase in the overall budget of this project was in response to and approval of additional service requests by the customer. Therefore, this project was completed on time, within budget, and to all quality, safety and service levels.**

Hillsdale Drive Extension Project – This project is an integral component of the **Route 29 Solutions Project**. It extends Hillsdale Drive through a highly densely developed shopping center, south at the intersection of Greenbrier Drive and will continue between the Pepsi-Cola and the Postal Service properties and continue through the Seminole Square Shopping Center to connect with Hydraulic Road, one of the most traveled intersections in Albemarle County. The project consists of constructing 0.90 miles of new roadway, including grading, base stone and asphalt (including new roundabout), bridge construction (165 LF), utility relocation/improvements (1,392 LF- 8” & 10” sanitary sewer and 605 LF- 6” & 8” water main), storm drainage (3,148 LF- 15”, 18”, & 36”, including water quality structures), modular wall construction (8,017 SF), CIP retaining wall structures, signalization, site lighting, curb & gutter, sidewalks, asphalt shared use paths, pavement marking, signs, and landscaping. Challenges faced on this project include precise traffic sequencing to ensure adequate safety, continued access to existing business's and schedule restraints. Concurrent construction of the bridge, the roadway (including the roundabout), utilities as well as multiple other components of the project has been key to the success of this project. Communication and close coordination with the general public, existing businesses and entire construction team as made this project a success.



- Key Features**
- ✓ Working in and around existing active businesses
 - ✓ Innovative roadway roundabout
 - ✓ Bridge installation
 - ✓ Improved traffic signals and lighting
 - ✓ Demolition of existing structures as well as clearing and grubbing in restricted areas
 - ✓ Improved drainage systems and utility relocation

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm’s responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: I-81 Bridge Replacements over Route 658 (Scratch Gravel Road) Location: Smyth County, Virginia	Name: Virginia Department of Transportation	Name of Client/ Owner: VDOT -Bristol District Phone: 276.669.6151 Project Manager: Craig Jones, PE Phone: 276.228.2154 Email: ctjones@vdot.virginia.gov	09/2012	09/2012	\$5,675	\$5,827	\$4,079

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. The Work History Form shall include only one singular project. Projects with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.

DLB Enterprises, LLC, a wholly owned subsidiary of Fielder’s Choice Enterprises (FCE), Inc., has proven its credentials and qualifications with this project – as it relates to the VDOT Route 7 and Battlefield Parkway Interchange SOQ – due to our successful management and completion of repairs to the busy Interstate 81 bridges over Scratch Gravel Road near Exit 45 in Marion. *This project was completed on time, within budget, and to all quality, safety and service levels.*

DLB Provided Total Construction Services for Two Bridges along Interstate 81

This project replaced two existing bridges with very poor condition ratings, providing a safer long-term option for the traveling public. The bridges cross over Route 658 (Scratch Gravel Road) a high-volume, primary route for residents on the southeast side of Interstate 81 to drive into the Town of Marion. While the existing bridges had sufficient vertical clearance above Route 658, the project was still critical given the poor condition of the existing structures.

Horizontal Curve on Both Bridges Added Complexity

The scope of this project included the complete replacement of both bridges including the sub-structures. The footprint was minimized resulting in very little work on both I-81 approaches. Both bridges contained three spans each and had a length of 222 linear feet. The width of the bridges provided for two lanes of through traffic in each direction, a 6-foot inside shoulder, and a 12-foot outside shoulder. Temporary shoring was needed in multiple locations to accommodate the grade separation that existed between the north and southbound directions of traffic. What added complexity to the job was the horizontal curve across the length of both bridges. The foundation type at the abutments included driven H piles in a plumb and battered orientation. The piers for both bridges were constructed on top of spread footings. There was concrete slope protection under both bridges and the girders for these new structures were steel.

Demolition of Bridges with Poor Condition Ratings Created Additional Risk

Bridge demolition was also a key component of the project because of the volume of traffic coming in and out of the Town of Marion. The poor condition rating of the existing structures created more risk during the demolition process because of the traveling public coming under the work zone and the additional potential during demolition of structural deficiencies being exacerbated in areas with live traffic.

DLB mitigated these risks with the utilization of a complete protection system beneath the structures during demolition.

Phased Construction Maintained One Lane of Traffic In Both Directions on I-81

This project was built utilizing a phased approach, maintaining at least one lane of traffic in both directions on I-81. The DLB Team installed and maintained all temporary traffic control devices that were needed throughout the life of the project.

While Minimizing Traffic Disruptions and Accommodating Special Events

The DLB team also worked hard to minimize traffic disruptions and collaborated with VDOT on special events such as the Bristol Race so traffic would flow as smoothly as possible.

Meeting the Schedule

The DLB Team worked hard to maintain the project schedule for the replacement of the two structures, finishing on-time and within the total budget allocated by VDOT.

Key Features

- ✓ **Provided total construction services to replace of twin structures on Interstate 81**
- ✓ **Demolition of bridges in poor condition**
- ✓ **Maintenance and protection of traffic, including for special events**
- ✓ **Grade separation between NB and SB traffic**
- ✓ **Restricted foot print and minimal approach improvements**



ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: US 219 (Chestnut Ridge Road) from I-68 to Old Salisbury Road (Design-Build) – Interchange and Freeway Location: Grantsville, MD	Name: Contractor – Triton Design Firm – AMT	Name of Client: MDOT Maryland State Highway Administration Phone: 410.545.8913 Project Manager: Michael Baird Phone: 410.545.8913 Email: MBaird@sha.state.md.us	Spring/2018 (Estimated)	Fall/2020 (Estimated)	\$49,000 <i>net construction cost, excluding ROW & Util.</i>	\$45,000 <i>as awarded</i>	\$280 (PRIME) \$1850 (Dewberry/Alpha)

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form.

Project Role: *PRIME was a key member of the owner's Design-Build Team. PRIME performed as a subconsultant, leading the highway design, maintenance of traffic, public outreach, stakeholder coordination, project management, and supported various other services from our Baltimore office located at 5521 Research Park Drive, Baltimore, MD 21228.*

Project Description:

PRIME provided professional engineering services to The Maryland Department of Transportation's State Highway Administration (SHA) Office of Highway Development's for the design of a new freeway to replace existing US 219 in Grantsville, MD from the existing interchange at I-68 to Old Salisbury Road in Grantsville, Garrett County, MD. Currently, the 1.4-mile segment of US 219, from I-68 to Old Salisbury Road, in Garrett County is a two-lane rural arterial with a posted speed limit of 40 miles per hour, that provides access to industrial, commercial, and residential properties in the project area. There is one signalized section at the intersection of US 40 Alternate and US 219, and approximately 34 access points within these project limits. I-68 provides an east-west connection between Maryland and West Virginia and meets US 219 via a diamond interchange. The primary purpose of the US 219 Improvement Project, from I-68 to Old Salisbury Road, is to improve safety and mobility by providing transportation improvements that are responsive to planned economic development, converting US 219 into a limited-access freeway, improving traffic operations and vehicle flow. The project supports local and regional economic growth, efficient highway operations for development, and community access. The US 219 Improvement Project is also intended to meet the goals of the Appalachian Development Highway System address as well as improve safety along the corridor by moving the high volume of truck traffic (17%) onto the new limited-access freeway.

Planning and Concept Design: The original concepts under consideration by the state and provided to PRIME, were highly impactful to wetlands, forested areas and historic properties/culturally significant resources and moreover proved to be cost prohibitive, given the available ADHS funding for the project. PRIME was challenged with developing viable, cost effective concept alternatives with fewer impacts. PRIME developed and evaluated several options to minimize costs through sound value engineering and a practical design approach, ultimately reducing impacts while still meeting all project goals. PRIME also identified potential risks to the state and addressed issues with the original concept designs which had been overlooked, including alignment issues, superelevation, bridge underclearance, slope benching and maintenance of traffic to name a few. PRIME provided several concepts to the state which eliminated numerous flyovers, ramps and structures and significantly reduced grading impacts to environmental resources. The state ultimately eliminated all the original concepts as being too costly/impactive and retained one of PRIME's as the preferred alternative.

Highway and Drainage Design: PRIME has prepared horizontal and vertical alignments for all roadways and ramps, as well as typical sections and detailed superelevation design. PRIME also modeled drainage ditches and environmental site design facilities. PRIME developed the design of a multi-lane roundabout including detailed design computations for entry and exit deflection, swept paths, intersection and circulatory sight distances and traffic volumes. PRIME also supported the design of a bridge over US 40 with historically influenced architectural treatments. PRIME designed complex multi-phased maintenance of traffic concepts to help ensure the safety of workers and the traveling public was prioritized whilst minimizing impacts to mobility and access to local businesses. PRIME also supported the acquisition of supplemental surveys, identified boring and test hole locations, and assessed right-of-way/utility impacts. We coordinated the design extensively with other team members, including geotechnical engineers for embankment benching, landscape architects for screening and traffic engineers working on the interstate access point approval (IAPA), signing and roadway lighting needs. We developed progressive cost estimates and environmental impact assessments for this project, and contributed to several performance specifications and contract documents.

Environmental Planning, Stormwater Management (SWM) and Public Outreach: PRIME has continued to coordinate extensively with the Office of Planning and Preliminary Engineering as well as the Office of Environmental Design as this project moved through the NEPA approval process which included noise and air studies. PRIME worked closely with the SWM team to help ensure that runoff was managed for both quantity and quality requirements, achieving concept approval. PRIME also supported the development of retaining walls to minimize wetland impacts, environmental permitting/compliance, mitigation, historic property coordination to provide renderings. PRIME also supported public involvement/relations; leveraging our detailed roadway model with BIM technology, we produced a first-of-its-kind web-based 3D Augmented Reality Visualization model which was used to secure stakeholder buy-in and concept endorsement from elected officials.

CPM Scheduling & Quality Assurance/Control (QAQC): PRIME developed a highly detailed critical path schedule for this project and maintained the schedule in order to track progress and help to ensure timely advertisement of this design-build project. PRIME implemented a project specific quality management plan to help ensure that deliverables were checked and rechecked before submission.



US 219 Bridge over US 40 Alt.



US 219 Interchange with I-68

Key Features

- ✓ Design-Build Project
- ✓ Limited-Access Freeway
- ✓ Interchange Design and Improvements
- ✓ Roundabout Design
- ✓ Highway and Drainage design/modeling
- ✓ Third Party Coordination
- ✓ SWM planning and design
- ✓ Right-of-Way and Utility Impacts
- ✓ Innovative Public Outreach with BIM

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Martin Luther King Drive and I-71 Interchange (Design-Build) Location: Cincinnati, Ohio	Name: Kokosing Construction Company, Inc	Name of Client: Ohio Department of Transportation Phone: 800.459.3778 Project Manager: John Otis Phone: 513.933.6199 Email: John.Otis@dot.ohio.gov	08/2014	10/2017	\$80,800	\$80,200 (estimated)	\$538

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form.

Project Description:

PRIME performed as a design subconsultant from our Cincinnati, Ohio office located at 7870 East Kemper Road, Suite 130.

This Design-Build project provides a new interchange along I-71 at Martin Luther King Drive to serve the Uptown Neighborhood of Cincinnati which includes the University of Cincinnati and five hospitals. The project utilizes the design-build delivery method and includes all roadway, bridge, drainage, and utility work to accomplish this complicated scope As a design subconsultant, PRIME provided combined bridge design, sewer relocation, water line relocation, and drainage design for this project, including the following:

HAM-71-0396 (Stanton Avenue over IR-71): Design of new three-span prestressed I-Beam bridge.

HAM-71-04021E (IR-71 Ramp A over Stanton Avenue): Design of new precast concrete arch structure (Conspan).

HAM-71-0450 (IR-71 over Victory Parkway): Design of rehabilitation and widening of the two-span steel beam bridges.

PRIME provided water main relocation and design of over 1,100 LF of 8-inch to 12-inch water main and the repositioning/replacement of 11 hydrants impacted by roadway widening. The new 8-inch and 12-inch water main were installed along new connector roads and in locations to reestablish loops within the system being impacted by construction. In some instances, proposed utilities impacted existing water main, so modifications to the existing system were necessary.

Relocation of 113 LF of 36-inch prestressed concrete cylinder pipe. The existing 36-inch PCCP/steel pipe was to have additional fill placed that would have made future repair impractical. The proposed 36-inch PCCP design included extending the existing tunnel liner under the proposed widening of Martin Luther King Drive, a new 36-inch PCCP alignment, and making a final connection to the existing 36-inch steel water main.

This work was completed in an urban environment which required working around other utilities and near an existing retaining wall. Due to site constraints, the proposed water main alignment required three compound elbows to achieve vertical and horizontal alignment changes.

PRIME's scope included both preliminary and final design. Design was expedited to account for material ordering and to meet contractor construction timeline requirements.

The biggest challenge was at the HAM-71-0450 bridge and matching up the new steel crossframes with the existing girders. Through detailed survey, PRIME found the crossframe widths and the crossframe welds to the webs did not agree with the existing plans. As a result, PRIME provided special connection details and attachment sequencing of the new crossframes to the existing girders to allow the widened portion of the bridge to deflect and rotate without binding up with the existing structure.



New Stanton Bridge (Right) and Existing Stanton Bridge

Key Features

- ✓ **Design-Build**
- ✓ **Utility Coordination and Plan Development**
- ✓ **Third-Party Coordination**
- ✓ **Aggressive Design Schedule**
- ✓ **Urban Environment**
- ✓ **Roadway and Bridges**
- ✓ **Complex Maintenance of Traffic operations**

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Replacement of Lewiston Road (Route 802) Bridge over Interstate 95 Location: Hanover, VA	Name: Moffatt & Nichols	Name of Client: VDOT Richmond District Phone: 804.524.6139 Project Manager: Doug Cubbage Phone: 804.524.6139 Email: doug.cubbage@vdot.virginia.gov	4/2015	10/2017	\$30,000	\$30,000	\$1,100

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form.

Project Description:

PRIME performed the design work as a subconsultant from our Fairfax, VA office located at 3975 Fair Ridge Drive.

The previous Lewistown Road bridge over I-95 was a site of numerous truck strikes and was undersized for the rapidly growing area. The project consisted of replacing the existing bridge with a bridge two feet higher, widening Lewistown Road, adding a westbound lane, and rebuilding the ramps to I-95, and adding new signalized intersections.

The new structure consists of a two (2) span continuous steel plate girder bridge supporting a reinforced concrete deck slab. The abutments are semi-integral abutments supported on two rows of piles. Elephant ear wing walls were incorporated into the abutment design. MSE walls were constructed in front of the abutments to provide for future widening of I-95 below. The pier consists of a multi-column pier with each column supported by a spread footing. An open joint was provided in the pier cap to accommodate the staged construction and reduce internal forces due to thermal movements. PRIME evaluated Accelerated Bridge Construction (ABC) methods including prefabricated pier, footings and columns to limit impacts, road closures, and construction time.

The surrounding roadways were rebuilt to improve service and to meet the higher elevation of the new bridge. The bridge construction was staged to maintain Lewistown Road traffic over I-95. The Temporary Traffic Control Plan (TTCP) planned included work zones on I-95 and I-95 lane closures.

Similar to the Route 7 and Battlefield Parkway Interchange utility relocation, maintenance of traffic, and temporary signal design were all necessary on this project. PRIME's scope was for substructure and pier design, MSE wall design, and utility coordination.

Key Features

- ✓ **Replacement of bridge and ramps over high volume section of I-95**
- ✓ **New Traffic Signals**
- ✓ **Staged construction maintained traffic**
- ✓ **Full and temporary interstate closures**
- ✓ **Utility relocation**
- ✓ **Public Outreach and TMP**



Staged Construction shown. Old span and new span shown



Two-span steel plate girder with semi-integral abutments



Aerial View showing new ramp location.